NOVEMBER 1958 NINEPENCE

LONDON SHOW REPORT

Special Issue

96

THE MOTOR CYCLE

See the fabulous NEW Lambrettas at the Show

STAND No 72 ACCESSORIES STAND No 143

AT THE INTERNATIONAL
CYCLE & MOTOR CYCLE SHOW · EARLS COURT
SAT. NOV. 15th to SAT. NOV. 22nd

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SUPERB FEATURES

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DEPOSIT £46

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Cash Price				Deposit	24 Payments	
£140	14	0	TRIUMPH 200 c.c. O.H.V. Tiger Cub	[illegible]	[illegible]	[illegible]
£145	11	0	TRIUMPH 200 c.c. O.H.V. Speed Twin	[illegible]	[illegible]	[illegible]
£248	9	0	TRIUMPH 650 c.c. O.H.V. Thunderbird	[illegible]	[illegible]	[illegible]
£248	9	0	TRIUMPH 500 c.c. O.H.V. Tiger 100	[illegible]	[illegible]	[illegible]
£248	9	0	TRIUMPH 650 c.c. O.H.V. Tiger 110	[illegible]	[illegible]	[illegible]
£278	3	11	TRIUMPH 650 c.c. O.H.V. Tiger 120	[illegible]	[illegible]	[illegible]
£280	13	0	TRIUMPH 650 c.c. O.H.V. G.S.	[illegible]	[illegible]	[illegible]
£190	0	0	WATCHLEIGH 200 c.c. O.H.V. G.2	[illegible]	[illegible]	[illegible]
£214	0	0	WATCHLEIGH 350 c.c. O.H.V. G.30	[illegible]	[illegible]	[illegible]
£244	10	0	WATCHLEIGH 500 c.c. Twin G.5	[illegible]	[illegible]	[illegible]
£270	0	0	WATCHLEIGH 500 c.c. Twin G.12	[illegible]	[illegible]	[illegible]
£275	0	0	WATCHLEIGH 500 c.c. Sports Eagle	[illegible]	[illegible]	[illegible]
£112	14	0	MOTO GUZZI 98 c.c. Sports Lodola	[illegible]	[illegible]	[illegible]
£108	19	0	MOTO GUZZI 175 c.c. Twin 98	[illegible]	[illegible]	[illegible]
£103	7	0	PANTHER 250 c.c. O.H.V. Model 100	[illegible]	[illegible]	[illegible]
£224	19	0	PANTHER 600 c.c. O.H.V. Model 120	[illegible]	[illegible]	[illegible]
£258	17	0	PANTHER 650 c.c. O.H.V. Orenaldi	[illegible]	[illegible]	[illegible]
£205	0	0	ROYAL ENFIELD 350 c.c. O.H.V. Bullet	[illegible]	[illegible]	[illegible]
£235	0	0	ROYAL ENFIELD 350 c.c. O.H.V. Bullet	[illegible]	[illegible]	[illegible]
£248	0	0	ROYAL ENFIELD 500 c.c. Meteor Minor	[illegible]	[illegible]	[illegible]
£240	10	0	ROYAL ENFIELD 700 c.c. Constellation	[illegible]	[illegible]	[illegible]
£290	0	0	A.J.S. 250 c.c. O.H.V. Model 14	[illegible]	[illegible]	[illegible]
£108	0	0	A.J.S. 350 c.c. O.H.V. Model 16	[illegible]	[illegible]	[illegible]
£244	10	0	A.J.S. 500 c.c. O.H.V. Twin 20	[illegible]	[illegible]	[illegible]
£278	0	0	A.J.S. 500 c.c. O.H.V. Twin 21	[illegible]	[illegible]	[illegible]
£280	13	0	AMBASSADOR 250 c.c. Super S Twin	[illegible]	[illegible]	[illegible]

ALL LEADING MOTORCYCLE AGENCIES

ARIEL

500 c.c. TWIN LEADER

£209.11.7

DEPOSIT £42

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Cash Price				Deposit	24 Payments	
£164	10	0	ARIEL 200 c.c. O.H.V. Colt	[illegible]	[illegible]	[illegible]
£236	12	0	ARIEL 350 c.c. O.H.V. Hunter	[illegible]	[illegible]	[illegible]
£248	0	0	ARIEL 500 c.c. O.H.V. Hunter	[illegible]	[illegible]	[illegible]
£248	10	0	ARIEL 650 c.c. O.H.V. Hunter	[illegible]	[illegible]	[illegible]
£280	10	15	ARIEL 1,000 c.c. Huntsmaster twin	[illegible]	[illegible]	[illegible]
£190	0	0	B.S.A. 250 c.c. Sports 4	[illegible]	[illegible]	[illegible]
£214	0	0	B.S.A. 350 c.c. O.H.V. B.33	[illegible]	[illegible]	[illegible]
£244	10	0	B.S.A. 500 c.c. O.H.V. B.34	[illegible]	[illegible]	[illegible]
£270	0	0	B.S.A. 500 c.c. O.H.V. B.32	[illegible]	[illegible]	[illegible]
£275	0	0	B.S.A. 650 c.c. Shooting Star	[illegible]	[illegible]	[illegible]
£116	14	0	B.S.A. 250 c.c. Golden Flash	[illegible]	[illegible]	[illegible]
£108	19	0	B.S.A. 350 c.c. Super Rocket	[illegible]	[illegible]	[illegible]
£112	14	0	B.S.A. 500 c.c. W.33 de luxe	[illegible]	[illegible]	[illegible]
£108	19	0	GILERA 175 c.c. O.H.V. Sports	[illegible]	[illegible]	[illegible]
£103	7	0	GILERA 175 c.c. O.H.V. Sports	[illegible]	[illegible]	[illegible]
£224	19	0	JAWA 175 c.c. O.H.V. Perna	[illegible]	[illegible]	[illegible]
£258	17	0	JAWA 197 c.c. Villers Cavalier	[illegible]	[illegible]	[illegible]
£205	0	0	JAWA 350 c.c. Villers Cavalier	[illegible]	[illegible]	[illegible]
£235	0	0	VELOCETTE 350 c.c. L.E. Clubman	[illegible]	[illegible]	[illegible]
£248	0	0	VELOCETTE 500 c.c. Twin Valiant	[illegible]	[illegible]	[illegible]
£240	10	0	VELOCETTE 500 c.c. O.H.V. Mac	[illegible]	[illegible]	[illegible]
£290	0	0	VELOCETTE 250 c.c. O.H.V. Venom	[illegible]	[illegible]	[illegible]
£108	0	0	VELOCETTE 350 c.c. O.H.V. Viper	[illegible]	[illegible]	[illegible]

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£149 . 19 . 6

Including spare wheel & pillion seat.

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£166	0	0	VESPA 125 c.c. Clubman	[illegible]	[illegible]	[illegible]
£168	0	0	LAMBRETTA 150 c.c. Model LDB	[illegible]	[illegible]	[illegible]
£189	10	0	B.S.A. 150 c.c. Prince DI K.L.	[illegible]	[illegible]	[illegible]
£164	10	0	B.S.A. 175 c.c. S.1 Sunbeam	[illegible]	[illegible]	[illegible]
£187	0	0	B.S.A. 249 c.c. Twin Sunbeam	[illegible]	[illegible]	[illegible]
£218	0	0	MAICA 150 c.c., electric starter	[illegible]	[illegible]	[illegible]
£209	10	0	ZUNDAPP 200 c.c. Sport Bella, elec. starter	[illegible]	[illegible]	[illegible]
£164	10	0	TRIUMPH 175 c.c. Tigress	[illegible]	[illegible]	[illegible]
£187	0	0	TRIUMPH 350 c.c. Twin Tigress	[illegible]	[illegible]	[illegible]

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Deposit £5

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Cash Price				Deposit	24 Payments	
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£39	10	0	MOBYLETTE 49 c.c. Super de luxe	[illegible]	[illegible]	[illegible]
			All de luxe models fitted fully automatic Dimmer switch.			
£60	1	7	MOBYLETTE 49 c.c. Moby-matic	[illegible]	[illegible]	[illegible]
£65	0	0	DURMAN 49 c.c. Quickly	£10	[illegible]	[illegible]
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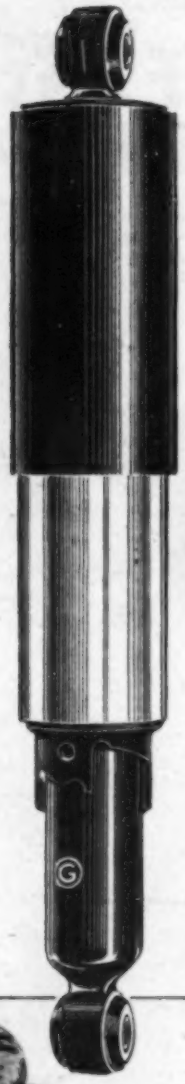

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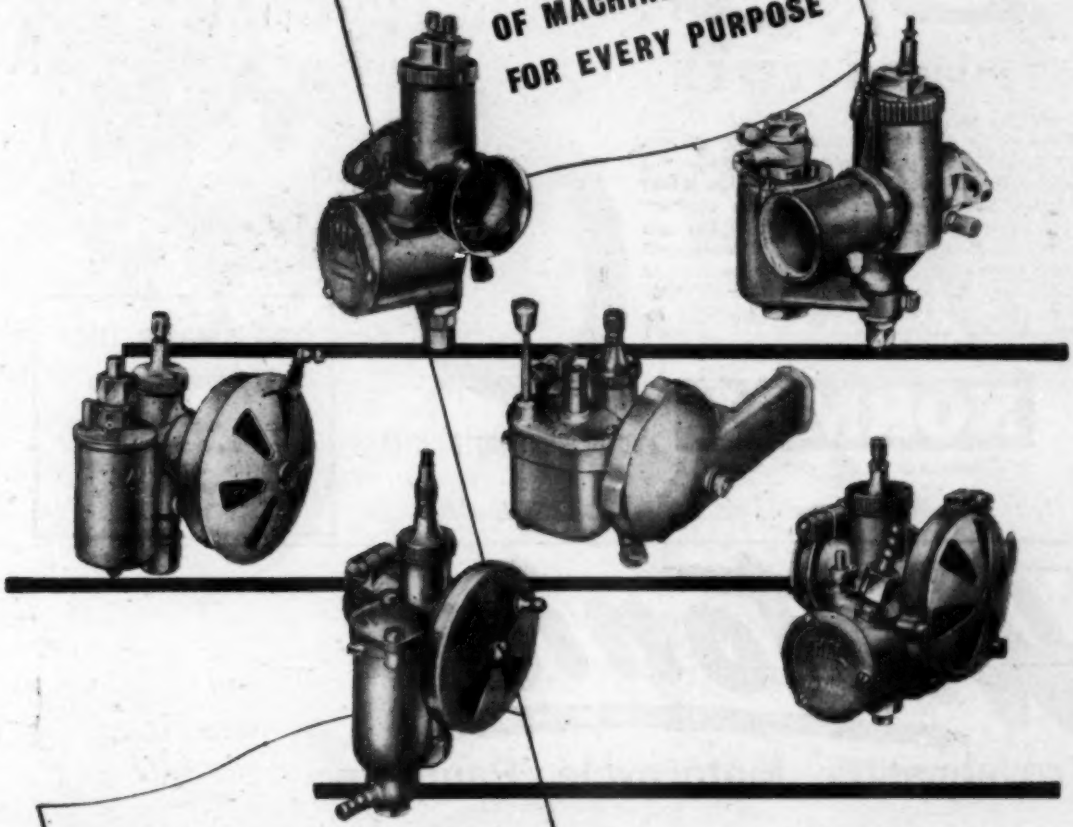

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MOTOR CYCLE & CYCLE SHOW
EARLS COURT NOV. 15-22

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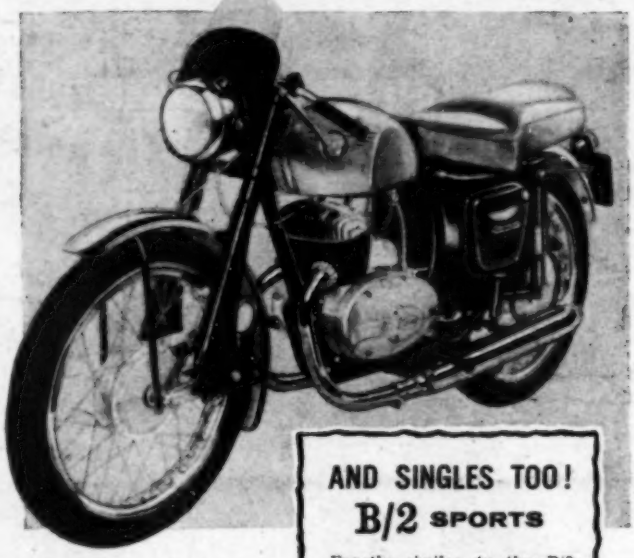
A.243

The NEW NORMAN — streets ahead!

B/3

SPORTS TWIN



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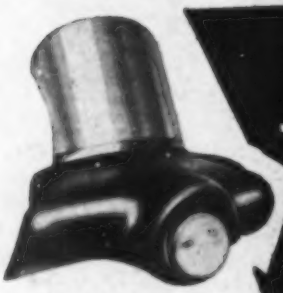

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Standard mdl £5/18/11.
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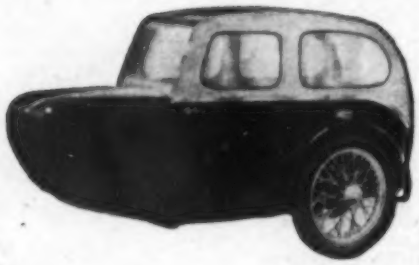

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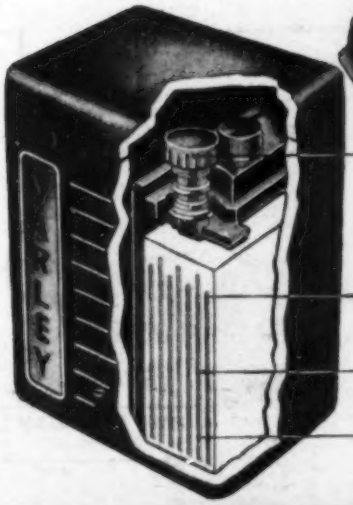

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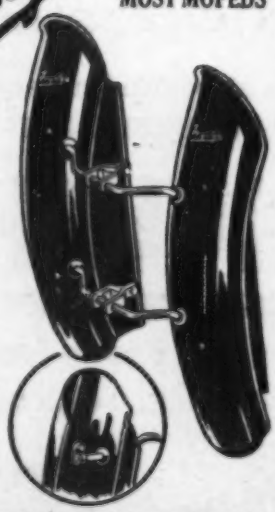

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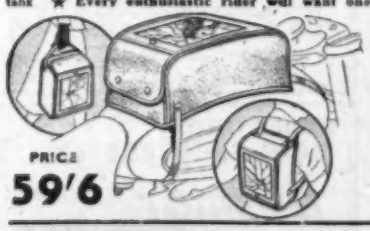

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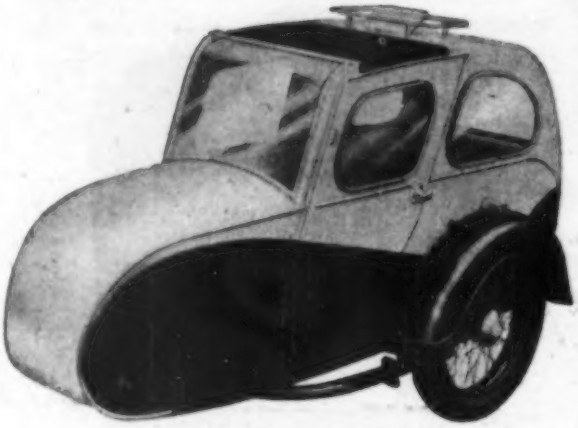

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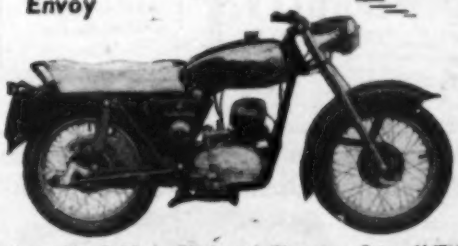

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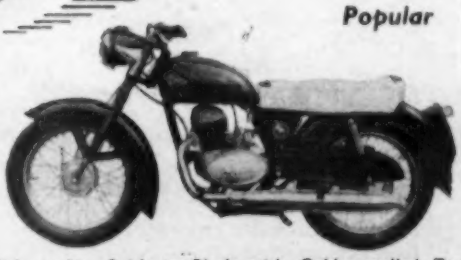

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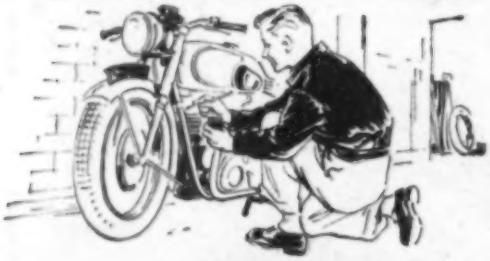

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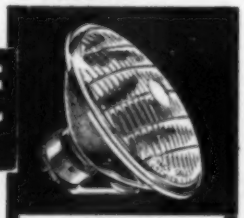

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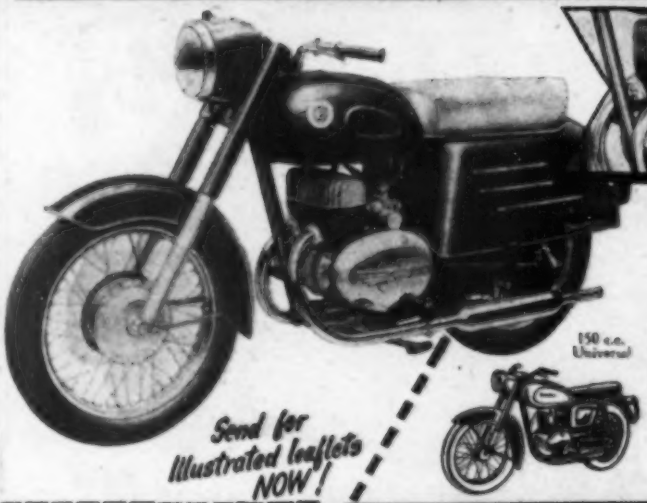

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NOTTINGHAM
E. W. Campion & Sons Ltd.,
Arkwright St. & Queens Rd.
Phone: Nottingham 83444

NUNEATON
Nuneaton Motorcycle Depot,
60-61, Abbey Street.
Phone: Nuneaton 2863

OXFORD
Faulkner & Son,
Cardigan Street.
Phone: Oxford 57279

OXFORD
Temple's,
55, Park End Street.
Phone: Oxford 47496

PRESTON, Lancs
Lonsdale Garages Ltd.,
Chorley Road.
Phone: Preston 4242

ROYSTON, Herts
Proger & Harwood Ltd.,
Melbourn Street.
Phone: Royston 2231 (3 Lines)

SEVENOAKS Kent
Angus Motor Cycles,
Station Parade.
Phone: Sevenoaks 3238

SHIPLEY, Yorks
Allan Jefferies,
100, Saltaire Road.
Phone: Shipley 54271

SLOUGH, Bucks
Les Jones,
540 Bath Road West.
Phone: Burnham 1057

MOTOR CYCLE SPECIALISTS

continued

ST. ALBANS, Herts
Clarkes Motor Depot,
104, London Road.
Phone: 153

TROON, Ayrshire
Cooper Bros.,
117-129, Templehill.
Phone: Troon 925

WELLING, Kent
A. Francis, Welling Motor Mart,
178, Park View Road.
Phone: Bexleyheath 4398

WESTCLIFF-ON-SEA
J. Cestin & Sons,
935-941, London Road.
Phone: Southend 42215

WEST WICKHAM, Kent
John Surtees,
Phone: Springpark 3700

WHYTELEAFE, Surrey
Rapid Motors,
64-74, Godstone Road.
Phone: Uplands 6895

WORKSOP, Notts
Hura Sugden Ltd.,
100, Gateford Road.
Phone: 3053

D.M.W.

BRISTOL, 6
S. J. Pair Motors Ltd.,
201-3, Cheltenham Road.
Phone: 46238

STONY STRATFORD
R. J. Fleming (Stony Stratford) Ltd.,
98, High Street.
Phone: Stony Stratford 2247

DOT

BELFAST
Andrews Motor Cycle Depot,
Gresham Street.
Phone: 26747 & 67915

LEAMINGTON SPA
Jack Butler & Co.,
1a, Clarendon Avenue.
Phone: 943

SHEFFIELD
V. S. Bentley,
240, Abbeydale Road.
Phone: 50724

EXCELSIOR

ABERDEEN
George Cheyne (Cycles) Ltd.,
117 & 147, Holburn Street.
Phone: 50341

ALTON, Hants
Phillips Bros.,
98, Ashender Road.
Phone: Alton 3273

BELFAST
Andrews Motor Cycle Depot,
Gresham Street.
Phone: 26747 & 67915

BIRMINGHAM, 1
Colmore Depot Ltd.,
43-49, John Bright Street.
Phone: Midland 4277

BRISTOL, 6
Jim Whalley Ltd.,
198, Cheltenham Road.
Phone: 44510

ENFIELD
D. J. Shepherd & Co. (Enfield) Ltd.
434-436, Hertford Road.
Phone: Howard 1631 & 2923

LONDON, W.1
M.P.H.W. Sales Ltd.,
The Miniature Motor Specialists,
98, Piccadilly. *Phone: Gerrard 6055*

LONDON, W.11
M.P.H.W. Sales Ltd.,
The Miniature Motor Specialists,
186, Holland Park Ave. *Park 2410*

LONDON, N.W.10
Alec Jackson Motor Export Ltd.,
1006, Harrow Rd., Kensal Green.
Phone: Ladbroke 2799

LONDON, E.17
Hoe Street Garage Ltd.,
414-418, Hoe St., Walthamstow.
Phone: Copperwall 1710

LONDON, S.E.3.
Deepcuse Bros.,
16, Royal Parade, Blackheath.
Phone: Lee Green 7777

LONDON, S.E.2
Bellamy's Auto Service Ltd.,
3, Lordship Lane, Dulwich.
Phone: New Cross 0666

PORTSMOUTH
E. W. Barnett & Sons,
Eldon St. & St. James Rd., Southsea.
Phone: Portsmouth 23139

PRESTON
Parishs' Motor Exchange,
45 & 55-63, Corporation Street.
Phone: 4113

ST. ALBANS, Herts
Clarkes Motor Depot,
104, London Road.
Phone: 153

WELLING, Kent
A. Francis, Welling Motor Mart,
178 Park View Road.
Phone: Bexleyheath 4398

WOKING, Surrey
M.P.H.W. Sales Ltd.,
The Miniature Motor Specialists,
67, Goldsworth Rd. *Woking 5331*

WOLVERHAMPTON
Joseph Devey & Co. Ltd.,
50, Darlington Street.
Phone: Wolverhampton 22806

FRANCIS - BARNETT

BEXHILL-ON-SEA
F. & E. Clark,
74, London Road.
Phone: Bexhill 961

BIGGLESWADE, Beds
Bryants,
25-27 & 72-74, Shortmead Street.
Phone: Biggleswade 3108

BIRMINGHAM, 1
Colmore Depot Ltd.,
43-49, John Bright Street.
Phone: Midland 4277

BISHOP'S STORTFORD
W. Searing,
North Street.
Phone: Bishop's Stortford 1897

BRADFORD, Yorks
Brook Lister,
121, Bridge Street.
Phone: 22966

BRISTOL
Fowler's of Bristol,
79-106, Grosvenor Road.
Phone: 51538 & 9

CANTERBURY
Arter Bros. Ltd.,
A.3 Dover Rd., Barham.
Phone: Barham 356

CHIPPENHAM, Wilts
Ross and Haines Ltd.,
Causeway.
Phone: Chippenham 2115

ENFIELD
D. J. Shepherd & Co. (Enfield) Ltd.,
434-436, Hertford Road.
Phone: Howard 1631 & 2923

HAMMERSMITH, W.6
F. Freeman (Hammersmith) Ltd.,
87, 89, 89, Hammersmith Bridge Road
Phone: RIVerside 7267

LEAMINGTON SPA
Jack Butler & Co.,
1a, Clarendon Avenue.
Phone: 943

LEEDS, 1
B. J. Jenkins (Leeds) Ltd.,
51, Lower Briggate.
Phone: 26538

LIVERPOOL
The "Bee" Cycle & Motor Co. Ltd.,
17-19, Renshaw Street.
Phone: Royal 6373

LIVERPOOL
CUNDLE'S,
41 & 61, Byrom Street.
Phone: Central 4148

LONDON, W.4
E.S. Motors,
315, High Road, Chiswick.
Phone: Chiswick 2216

LONDON, E.17
Hoe Street Garage Ltd.,
414-418, Hoe St., Walthamstow.
Phone: Copperwall 1710

LONDON, S.E.3
Deepcuse Bros.,
16, Royal Parade, Blackheath.
Phone: Lee Green 7777

LONDON, S.E.22
Bellamy's Auto Service Ltd.,
3, Lordship Lane, Dulwich.
Phone: New Cross 0666

LONDON, S.W.9
Watkinson Motors Ltd.,
124-136, Stockwell Road.
Phone: Brixton 2838

MANCHESTER, 16
R. W. Horner & Sons,
48, Ayres Road, Old Trafford.
Phone: Moss-side 2892

OXTED, Surrey
T. C. Hillier,
High Street.
Phone: Oxted 2355. Extn. 3

READING
Jack Hill,
33, Southampton Street.
Phone: Reading 55121

STEVENAGE, Herts
Shelford & Grove Ltd.,
High Street.
Phone: Stevenage 361/2

TENTERDEN, Kent
Karl Park Motor Cycles,
West Gron.
Phone: 487

TROON, Ayrshire
Cooper Bros.,
117-129, Templehill.
Phone: Troon 925

WELLING, Kent
A. Francis, Welling Motor Mart,
178, Park View Road.
Phone: Bexleyheath 4398

WHYTELEAFE, Surrey
Rapid Motors,
64-74, Godstone Road.
Phone: Uplands 6895

GILERA

BATH
Salmon & Hole,
3, London Street.
Phone: Bath 64335

BIRMINGHAM
Hyland Group Ltd.,
279, Bloomsbury St., Nechells.
Phone: Aston Cross 3129

LONDON, S.W.9
Pride & Clarke Ltd.,
188, Stockwell Road.
Phone: Brixton 6251

GREEVES

BIGGLESWADE, Beds
Bryants,
25, 27 & 72, 74, Shortmead St.
Phone: Biggleswade 3108

BIRMINGHAM
Hyland Group Ltd.
279, Bloomsbury St., Nechells.
Phone: Aston Cross 3129

LAUNCESTON, Cornwall
J. Wooldridge & Son
M.C. Specialists.
Phone: Launceston 21

OXFORD
John Avery (Rider Agent),
238, 239 & 240, Banbury Road.
Phone: Oxford 57302

OXTED, Surrey
T. C. Hillier,
High Street.
Phone: Oxted 2355. Extn. 3

TEDDINGTON, Middx.
Palmers of Teddington Ltd.,
61, Stanley Road.
Phone: Molesey 1646

WOLVERHAMPTON
Joseph Devey & Co. Ltd.
50, Darlington Street.
Phone: Wolverhampton 22806

HARLEY-DAVIDSON

LONDON, S.W.6
F. H. Wurr Ltd.,
104, Waterford Rd., Showrooms: 611,
Kings Rd. *Phone: RENOWN 2934*

ITOM

LONDON, S.E.12
A. E. Tooley,
Station Garage, Burnt Ash Hill.
Phone: Lee 3574

LONDON, S.W.9.
"Adimar" Sole Concessionaires,
61, Clapham Road.
Phone: Reliance 5072

JAMES

ABERDEEN
George Cheyne (Cycles) Ltd.,
117 & 147, Holburn Street.
Phone: 50341

BASINGSTOKE, Hants
Fred G. Slade,
Hay Place, London Street.
Phone: Basingstoke 1338

BIGGLESWADE, Beds
Bryants,
25, 27 & 72, 74, Shortmead St.
Phone: Biggleswade 3108

BIRMINGHAM, 6
Aston Auto Motors,
172-177, Aston Road.
Phone: Aston Cross 3201-3202

BISHOP'S STORTFORD
W. Searing,
North Street.
Phone: Bishop's Stortford 1897

BRISTOL
Fowler's of Bristol,
79-106, Grosvenor Road.
Phone: 51538 & 9

CANTERBURY
Arter Bros. Ltd.,
A.3 Dover Rd., Barham.
Phone: Barham 356

CHIPPENHAM, Wilts
Ross and Haines Ltd.
Causeway.
Phone: Chippenham 2115

ENFIELD
D. J. Shepherd & Co. (Enfield) Ltd.,
434 436 Hertford Road.
Phone: Howard 1631 & 2923

HIGH WYCOMBE, Bucks
A. W. Harrison & Sons Ltd.,
White Hill Gar., London Road.
Loafwater. *Phone: H.W.4 1294*

HYTHE, Kent
Rempart Garage Ltd.,
Rempart Road.
Phone: Hythe 67088

ICKENHAM, Middx.
Stan Gibbs,
5-6, Parkfield Parade.
Phone: Ruislip 5778

LIVERPOOL
The "Bee" Cycle & Motor Co. Ltd.
17-19, Renshaw Street.
Phone: Royal 6373

LIVERPOOL
CUNDLE'S,
41 & 61, Byrom Street.
Phone: Central 4148

LONDON, E.17
Hoe Street Garage Ltd.,
414 418, Hoe St., Walthamstow.
Phone: Copperwall 1710

LONDON, S.E.20
Anerley Motor Cycle Stores,
115a, 115b Anerley Road.
Phone: Sydenham 4933

MAIDENHEAD, Berks
Bob White,
13, York Road.
Phone: Maidenhead 3428

NOTTINGHAM
J. E. Brettell,
Newcastle Filling Stn., Nuthall Rd.,
Phone: 75311

PRESTON
Parishs' Motor Exchange,
45 & 55-63, Corporation Street.
Phone: 4113

SHIPLEY, Yorks
Allan Jefferies,
129, Saltaire Road.
Phone: Shipley 54271

SHREWSBURY
W. Wilkes,
Castle Foregate.
Phone: Shrewsbury 4534

ST. ALBANS, Herts
Clarkes Motor Depot,
104, London Road.
Phone: 153

TENTERDEN, Kent
Karl Park Motor Cycles
West Gron.
Phone: 487

TROON, Ayrshire
Cooper Bros.,
117-129, Templehill.
Phone: Troon 925

WELLING, Kent
A. Francis Welling Motor Mart,
178, Park View Road.
Phone: Bexleyheath 4398

WESTCLIFF-ON-SEA
J. Cestin & Sons,
935-941, London Road.
Phone: Southend 42215

WEST WICKHAM, Kent
John Surtees.
Phone: Springpark 3700

WHYTELEAFE, Surrey
Rapid Motors,
64-74, Godstone Road.
Phone: Uplands 6895

WORKSOP, Notts
Hura Sugden Ltd.,
100, Gateford Road.
Phone: 3053

JAWA-CZ

LONDON, N.7
Sole U.K. Concessionaires,
Industria (London) Limited, 245,
Holloway Rd., *Phone: North 6281/2*

J.A.P.

LONDON, N.W.10
Alec Jackson Motor Export Ltd.,
1006, Harrow Rd., Kensal Green.
Phone: Ladbroke 2799

MAICO

LONDON, S.W.7
Maico (Great Britain) Limited,
81a, Gloucester Road.
Phone: Fremantle 4518-9

MATCHLESS

BECKENHAM, Kent
Libby (Beckenham) Ltd.,
160, Croydon Road.
Phone: Beckenham 0694

BIGGLESWADE, Beds
Bryants
25, 27 & 72, 74, Shortmead St.,
Phone: Biggleswade 3108

MOTOR CYCLE SPECIALISTS

continued

BISHOP'S STORTFORD
W. Searing,
North Street.
Phone: Bishop's Stortford 1897.

BRISTOL
Fowler's of Bristol,
79-106, Grosvenor Road.
Phone: 51838 & 9

CANTERBURY
Arlor Bros. Ltd.,
A.S. Dover Rd., Barham.
Phone: Barham 336

ENFIELD
D. J. Shepherd & Co. (Enfield) Ltd.
434-436, Hertford Road.
Phone: Howard 1631 & 2923

HYTHE, Kent
Rampart Garage Ltd.,
Rampart Road.
Phone: Hythe 67985

LIVERPOOL
The "Bee" Cycle & Motor Co. Ltd.,
17-19, Renshaw Street.
Phone: Royal 6375

LONDON, E.17
Hoe Street Garage Ltd.,
414-419, Hoe St., Walthamstow.
Phone: Copperafill 1710

LONDON, S.E.3
Deacrose Bros.,
18, Royal Parade, Blackheath.
Phone: Lee Green 7777

MAIDENHEAD, Berks
Bob White,
23, York Road.
Phone: Maidenhead 5426

NUNEATON
Nuneaton Motorcycle Depot,
60-61, Abbey Street.
Phone: Nuneaton 2963

SHIPLEY, Yorks
Allan Jefferies,
190, Saltaire Road.
Phone: Shipley 54271

ST. ALBANS, Herts
Clarkes Motor Depot,
104, London Road.
Phone: 155

TENTERDEN, Kent
Earl Pugh Motor Cycles,
West Cross.
Phone: 457

TROON, Ayrshire
Cooper Bros.,
117-120, Templehill.
Phone: Troon 925

WELLING, Kent
A. Francis Welling Motor Mart,
178, Park View Road.
Phone: Bexleyheath 4398

WEST WICKHAM, Kent
John Surtees.
Phone: Springpark 2700

WHYTELEAFE, Surrey
Rapid Motors,
64-74, Godstone Road.
Phone: Upland 6656

MOTO-GUZZI

ACTON TOWN, W.3
E.V.P. Motors Ltd.,
2 Central Parade.
Phone: Acorn 6005

LONDON, S.W.9
Pride & Clarke Ltd.,
186, Stockwell Road.
Phone: Brixton 6251

NORMAN

BRADFORD, Yorks
Brook Lister,
102, Bridge Street.
Phone: 22806

LEAMINGTON SPA
Jack Butler & Co.,
1a, Clarendon Avenue.
Phone: 943

OXFORD
Faulkner & Son,
Cardigan Street.
Phone: Oxford 57279

PETERSFIELD, Hants
Bert Taunton,
67-68, Dragon Street.
Phone: Petersfield 44.

TENTERDEN, Kent
Earl Pugh Motor Cycles,
West Cross.
Phone: 457

NORTON

BIGGLESWADE, Beds
Bryants,
95, 97 & 72, 74, Shortmead St.
Phone: Biggleswade 2106

BIRMINGHAM, 6
Aston Auto Motors,
172-177, Aston Road.
Phone: Aston Cross 2201-2202

BIRMINGHAM, 1
Colmore Depot Ltd.,
43-49, John Bright Street.
Phone: Midland 6277

BISHOP'S STORTFORD
W. Searing,
North Street.
Phone: Bishop's Stortford 1897

BRISTOL
Fowler's of Bristol,
79-106, Grosvenor Road.
Phone: 51838 & 9

CHATHAM
Grays of Chatham Ltd.,
5-19, High Street.
Phone: Chatham 44038

CHIPPENHAM, Wilts
Rose and Haines Ltd.,
Causeway.
Phone: Chippenham 2115

ENFIELD
D. J. Shepherd & Co. (Enfield) Ltd.,
434-436, Hertford Road.
Phone: Howard 1631 & 2923

HIGH WYCOMBE, Bucks
A. W. Harrison & Sons Ltd.,
White Hill Gar., London Road,
Loudwater. *Phone: BEA 1294*

LONDON, W.1
M.P.H.W. Sales Ltd.,
The Miniature Motor Specialists,
88, Piccadilly. *Phone: Grosvenor 6055*

LONDON, W.11
M.P.H.W. Sales Ltd.,
The Miniature Motor Specialists,
186, Holland Park Ave. *Park 2410*

LONDON, E.17
Hoe Street Garage, Ltd.,
414-419, Hoe St., Walthamstow.
Phone: Copperafill 1710

LONDON, S.E.6
Deacrose Bros.,
170-194, Brownhill Rd., Catford.
Phone: Hither Green 8888

LONDON, S.E.23
H. L. Daniell,
69, Dartmouth Rd., Forest Hill.
Phone: Forest Hill 5890

MIDSOMER NORTON, Som
Arthur J. Harris & Co. (Motor Engrs) Ltd.,
79 Radstock Road.
Phone: Midsomer Norton 3381

PORTSMOUTH
E. W. Burnett & Sons,
Elden St., & St. James Rd., Southsea.
Phone: Portsmouth 23139

PRESTON
Parkins' Motor Exchange,
45 & 55-63, Corporation Street.
Phone: 4113

TROON, Ayrshire
Cooper Bros.,
117-120, Templehill.
Phone: Troon 925

WELLING, Kent
A. Francis, Welling Motor Mart,
178 Park View Road.
Phone: Bexleyheath 4398

WELLING, Kent
Allen Trew Motor Cycles,
78, Upper Wickham Lane.
Phone: Woolwich 0845

WESTCLIFF-ON-SEA
J. Austin & Sons,
939-941, London Road.
Phone: Southend 42215

WEST WICKHAM, Kent
John Surtees.
Phone: Springpark 2700

WOKING, Surrey
M.P.H.W. Sales Ltd.,
The Miniature Motor Specialists,
67, Goldsworth Rd. *Woking 3251*

N.S.U.

LIVERPOOL
The "Bee" Cycle & Motor Co. Ltd.,
17-19, Renshaw Street.
Phone: Royal 6375

SHIPLEY, Yorks
Allan Jefferies,
190, Saltaire Road.
Phone: Shipley 54271

TROON, Ayrshire
Cooper Bros.,
117-120, Templehill.
Phone: Troon 925

PANTHER

BATH
R. U. Holoway & Son,
9, Barton Street.
Phone: Bath 5064/64101

HAYWARDS HEATH
Stocks,
Facing the Broadway.
Phone: Haywards Heath 294

LONDON, S.W.19
Rapid Motors,
260-269, Haydons Road.
Phone: Cherrywood 2392

READING
Jack Hill,
33, Southampton Street.
Phone: Reading 55121

TROWBRIDGE, Wilts
R. U. Holoway & Son,
22, Stallard Street.
Phone: Trowbridge 2096

PUCH

BASINGSTOKE, Hants
Fred G. Slade,
May Place, London Street.
Phone: Basingstoke 1308

ROYAL ENFIELD

BELFAST
Andrews Motor Cycle Depot,
Gresham Street.
Phone: 26747 & 67916

BIGGLESWADE, Beds
Bryants,
95, 97 & 72, 74, Shortmead St.
Phone: Biggleswade 2106

BISHOP'S STORTFORD
W. Searing,
North Street.
Phone: Bishop's Stortford 1897

CARMARTHEN, S.Wales
W. Edwards & Sons (Carmarthen) Ltd.,
Tvery Road.
Phone: Carmarthen 6492 (5 lines)

HAYWARDS HEATH
Stocks,
Facing the Broadway.
Phone: Haywards Heath 294

HIGH WYCOMBE, Bucks
A. W. Harrison & Sons Ltd.,
White Hill Gar., London Rd.,
Loudwater *Phone: BEA 1294*

LEAMINGTON SPA
Jack Butler & Co.,
1a, Clarendon Avenue.
Phone: 943

LIVERPOOL
The "Bee" Cycle & Motor Co. Ltd.,
17-19, Renshaw Street.
Phone: Royal 6375

LONDON, W.4
R.S. Motors,
315, High Road, Chiswick.
Phone: Chiswick 2246

LONDON, S.E.6
Deacrose Bros.,
170-194, Brownhill Rd., Catford.
Phone: Hither Green 8888

READING
Jack Hill,
33, Southampton Street.
Phone: Reading 55121

SHREWSBURY
W. Wilkes,
Castle Foregate.
Phone: Shrewsbury 4534

ST. ALBANS, Herts
Clarkes Motor Depot,
104 London Road.
Phone: 155

TROON, Ayrshire
Cooper Bros.,
117-120, Templehill.
Phone: Troon 925

WELLING, Kent
A. Francis, Welling Motor Mart,
178, Park View Road.
Phone: Bexleyheath 4398

WESTCLIFF-ON-SEA
J. Austin & Sons,
939-941, London Road.
Phone: Southend 42215

SUN

BRISTOL, 4
Jim Whalley Ltd.,
196, Cheltenham Road.
Phone: 44510

LONDON, W.1
M.P.H.W. Sales Ltd.,
The Miniature Motor Specialists,
88, Piccadilly. *Phone: Grosvenor 6055*

LONDON, W.11
M.P.H.W. Sales Ltd.,
The Miniature Motor Specialists,
186, Holland Park Ave. *Park 2410*

MANCHESTER, 16
R. W. Horner & Sons,
45, Ayres Road, Old Trafford.
Phone: Moss-side 2892

OXFORD
Faulkner & Son,
Cardigan Street.
Phone: Oxford 57279

PORTSMOUTH
Pankhurst (Weymouth) Ltd.,
302, London Road.
Phone: Portsmouth 62978

ST. ALBANS, Herts
Clarkes Motor Depot,
104, London Road.
Phone: 155

WOKING, Surrey
M.P.H.W. Sales Ltd.,
The Miniature Motor Specialists,
67, Goldsworth Rd. *Woking 3251*

TRIUMPH

ABERDEEN
George Cheyne (Cycles) Ltd.,
117 & 147, Holburn Street.
Phone: 50541

BEXHILL-ON-SEA
F. & E. Clark,
74, London Road.
Phone: Bexhill 961

BIGGLESWADE, Beds
Bryants,
95, 97 & 72, 74, Shortmead St.
Phone: Biggleswade 2106

BIRMINGHAM, 1
Colmore Depot Ltd.,
43-49, John Bright Street.
Phone: Midland 6277

BISHOP'S STORTFORD
W. Searing,
North Street.
Phone: Bishop's Stortford 1897

CARDIFF
Robert DeFreu & Son,
39-45, Castle Street.
Phone: 27477

CHIPPENHAM, Wilts
Rose and Haines Ltd.,
Causeway.
Phone: Chippenham 2115

ENFIELD
D. J. Shepherd & Co. (Enfield) Ltd.,
434-436, Hertford Road.
Phone: Howard 1631 & 2923

HAMMERSMITH, W.6
F. Freeman (Hammersmith) Ltd.,
92, 94, 96, Hammersmith Bridge Rd.
Phone: Riverside 2267

HIGH WYCOMBE, Bucks
A. W. Harrison & Sons Ltd.,
White Hill Gar., London Rd.,
Loudwater *Phone: BEA 1294*

HOUNSLOW
Stanley's Motors (Est. 1929)
66-68, Lampton Road.
Phone: Hounslow 1949

LEEDS, 1
S. J. Jenkins (Leeds) Ltd.
31, Lower Briggate.
Phone: 26558

LINCOLN
Weeks (Lincoln) Ltd.,
116, High Street.
Phone: Lincoln 21268

LIVERPOOL
The "Bee" Cycle & Motor Co. Ltd.,
17-19, Renshaw Street.
Phone: Royal 6375

LONDON, N.8
Brookers Motor Cycles,
8, Queens Parade, Green Lane.
Phone: Mountview 0984

LONDON, E.17
Hoe Street Garage Ltd.,
414-419, Hoe St., Walthamstow.
Phone: Copperafill 1710

LONDON, S.E.22
Pullins Motor Cycles
94, Lordship Lane.
Phone: Forest Hill 2314

LONDON, VAUXHALL
Harveys (Lambeth) Ltd.,
47, South Lambeth Rd., S.W.8.
Phone: Reliance 6661

MAIDENHEAD, Berks
Bob White,
23, York Road.
Phone: Maidenhead 5426

MANCHESTER 16
R. W. Horner & Sons,
45, Ayres Road, Old Trafford.
Phone: Moss-side 2892

NUNEATON
Nuneaton Motorcycle Depot,
60-61, Abbey Street.
Phone: Nuneaton 2963

PORTSMOUTH
E. W. Burnett & Sons,
Elden St. & St. James Rd., Southsea.
Phone: Portsmouth 23139

PRESTON
Parkins' Motor Exchange,
45 & 55-63, Corporation Street.
Phone: 4113

READING
Jack Hill,
33, Southampton Street.
Phone: Reading 55121

RICHMOND, Surrey
Harwoods of Richmond Ltd.,
14, 16 18, Eve Foot Road.
Phone: Richmond 2043

SHIPLEY, Yorks
Allan Jefferies,
190, Saltaire Road.
Phone: Shipley 54271

TROON, Ayrshire
Cooper Bros.,
117-120, Templehill.
Phone: Troon 925

WELLING, Kent
A. Francis, Welling Motor Mart,
178, Park View Road.
Phone: Bexleyheath 4398

MOTOR CYCLE SPECIALISTS
continued

WEST WICKHAM, Kent
John Surtees.
Phone: Springpark 3700

WOLVERHAMPTON
Joseph Devey & Co. Ltd.,
50, Darlaston Street.
Phone: Wolverhampton 22808

WORKSOP, Notts
Ezra Sugden Ltd.,
100, Gateford Road.
Phone: 2063

VELOCETTE

BIGGLESWADE, Beds
Bynette,
26, 27 & 28, 74, Shortmead St.,
Phone: Biggleswade 3108

BISHOP'S STORTFORD
W. Searing,
North Street.
Phone: Bishop's Stortford 1897

CARMARTHEN, S. Wales
W. Edwards & Sons (Carmarthen) Ltd.,
Tuny Road.
Phone: Carmarthen 6492 (3 lines)

HIGH WYCOMBE, Bucks
A. W. Harrison & Sons Ltd.
White Hill Gar., London Rd.,
Loudwater. *Phone: BEA 1294*

LEEDS, 6
"The Motor Cycle Centre".
(Brudenell Motors Ltd.),
Brudenell Rd. *Phone: 58261 (3 lines)*

LONDON, S.E.12
A. H. Tooley,
Station Garage, Burnt Ash Hill.
Phone: Lee 3074

LONDON, S.W.19
Rapid Motors,
259-269, Haydons Road.
Phone: Cherrywood 3200

NOTTINGHAM
W. A. Wing Ltd.,
180, Mansfield Road, Daybrook.
Phone: 20-5190

NUNEATON
Nuneaton Motorcycle Depot,
60/61, Abbey Street.
Phone: Nuneaton 2063

OXTED, Surrey
T. C. Hillier,
High Street.
Phone: Oxted 2355. Extn. 3

PORTSMOUTH
E. W. Burnett & Sons,
Elm St., & St. James Rd., Southsea.
Phone: Portsmouth 25139

PRESTON
Parsons' Motor Exchange,
45 & 56-62, Corporation Street.
Phone: 4113

SHEPHERDS BUSH, W.12
L. Stevens Ltd.
147, 149, 151, Goldhawk Road.
Phone: Shepherds Bush 1134/5

SHREWSBURY
W. Wilkes,
Castle Foregate.
Phone: Shrewsbury 4334

SLOUGH, Bucks
Les Jones,
340, Bath Road West.
Phone: Burnham 1057

STOKE-on-TRENT, Staffs
Vic Challinor,
68, Broad Street, Hanley.
Phone: Stoke-on-Trent 29834

TROON, Ayrshire
Cooper Bros.,
117-119, Templehill.
Phone: Troon 925

TROWBRIDGE, Wilts
R. U. Holoway & Son,
38, Stallard Street.
Phone: Trowbridge 2068

TWICKENHAM, Middx
L. Leach,
190, Heath Road.
Phone: Popesgrove 4533

WELLING, Kent
A. Francis, Welling Motor Mart,
178, Park View Road.
Phone: Bexleyheath 4398

WEST WICKHAM, Kent
John Surtees.
Phone: Springpark 3700

WHYTELEAFE, Surrey
Rapid Motors,
64-74, Godstone Road.
Phone: Uplands 0885

WOLVERHAMPTON
L. Perks (Motors),
Myatt Ave Corner, Parkfield Rd.
Phone: Bilston 41722

SIDECAR SPECIALISTS

ANDRE

LONDON, E.8
Andre Sidecars,
480, Andre Street, Hackney.
Phone: Clissold 0426

BLACKNELL

BRISTOL
Fowler's of Bristol,
79-106, Grosvenor Road.
Phone: 51538 & 9

WOLVERHAMPTON
L. Perks (Motors),
Myatt Ave. Corner, Parkfield Rd.
Phone: Bilston 41722

B.S.A.

ST. ALBANS, Herts
Clarkes Motor Depot,
104, London Road.
Phone: 153

BUSMAR

COVENTRY
Ray Bennett & Co. Ltd.,
105-106, Spon End.
Phone: 64908

LEEDS, 1
B. J. Jenkins (Leeds) Ltd.,
21, Lower Briggate.
Phone: 26538

LIVERPOOL
The "Bee" Cycle & Motor Co. Ltd.
17-19, Renshaw Street.
Phone: Royal 6375

LONDON, W.12
West London Motor Accessories Ltd.,
436, Uxbridge Road.
Phone: Shepherds Bush 1121

MANCHESTER
Tom Davies (Motors) Ltd.,
803, Deansgate.
Phone: Blackfriars 0681

TROON, Ayrshire
Cooper Bros.,
117-119, Templehill.
Phone: Troon 925

WOLVERHAMPTON
L. Perks (Motors),
Myatt Ave Corner, Parkfield Rd.
Phone: Bilston 41722

CANTERBURY

BISHOP'S STORTFORD
W. Searing,
North Street.
Phone: Bishop's Stortford 1897

BRISTOL
Fowler's of Bristol,
79-106, Grosvenor Road.
Phone: 51538 & 9

COVENTRY
Ray Bennett & Co. Ltd.,
105-106, Spon End.
Phone: 64908

LIVERPOOL
The "Bee" Cycle & Motor Co. Ltd.,
17-19, Renshaw Street.
Phone: Royal 6375

LONDON, W.12
West London Motor Accessories Ltd.,
436, Uxbridge Road.
Phone: Shepherds Bush 1121

NOTTINGHAM
E. W. Campion & Sons Ltd.,
Arkwright St. & Queens Rd.
Phone: Nottingham 83444

WEST WICKHAM, Kent
John Surtees.
Phone: Springpark 3700

WOLVERHAMPTON
L. Perks (Motors),
Myatt Ave. Corner, Parkfield Rd
Phone: Bilston 41722

GARRARD

BRISTOL
Fowler's of Bristol,
79-106, Grosvenor Road.
Phone: 51538 & 9

LONDON, W.12
West London Motor Accessories Ltd.,
436, Uxbridge Road.
Phone: Shepherds Bush 1121

RAVEN

CHESHUNT, Herts
Raven Sidecars,
North Side, Cadmore Lane.
Phone: Waltham Cross 3050

STEIB

ISLEWORTH, Middx
A.F.N. Ltd.,
Falcon Works, 466, London Rd.
Phone: Hounslow 0011

STREAMLINE

LOUGHTON, Essex
Streamline Sidecars,
1, Rectory Lane.
Phone: Loughton 4034

SURREY

WOLVERHAMPTON
L. Perks (Motors),
Myatt Ave. Corner, Parkfield Rd.
Phone: Bilston 41722

SWALLOW

TROON, Ayrshire
Cooper Bros.,
117-119, Templehill.
Phone: Troon 925

WOLVERHAMPTON
L. Perks (Motors),
Myatt Ave. Corner, Parkfield Rd.
Phone: Bilston 41722

WATSONIAN

BRISTOL
Fowler's of Bristol,
79-106 Grosvenor Road.
Phone: 51538 & 9

BRISTOL, 4
S. J. Fair Motors Ltd.,
161-3, Cheltenham Road.
Phone: 46238

COVENTRY
Ray Bennett & Co. Ltd.,
105-106, Spon End.
Phone: 64908

ENFIELD
D. J. Shepherd & Co. (Enfield) Ltd.,
434-436, Hertford Road.
Phone: Howard 1631 & 2933

GUILDFORD, Surrey
Weston & Phillips Ltd.
Woodbridge Road.
Phone: 2341

WATSONIAN
CONTINUED

HAMMERSMITH, W.6
F. Freeman (Hammersmith) Ltd.,
92, 94, 96, Hammersmith Bridge Rd.
Phone: RIVerside 2267

LEEDS, 1
B. J. Jenkins (Leeds) Ltd.,
21, Lower Briggate.
Phone: 26538

LIVERPOOL
The "Bee" Cycle & Motor Co. Ltd.,
17-19, Renshaw Street.
Phone: Royal 6375

LIVERPOOL
CUNDLE'S
41 & 43, Byrom Street.
Phone: 4148

LONDON, W.12
West London Motor Accessories Ltd.
436 Uxbridge Road.
Phone: Shepherds Bush 1121

PARKSTONE, Dorset
Bob Foster,
478, Ashley Road, Poole.
Phone: Parkstone 3500

ST. ALBANS, Herts
Clarkes Motor Depot,
104 London Road.
Phone: 153

TROON, Ayrshire
Cooper Bros.,
117-119, Templehill.
Phone: Troon 925

WEST WICKHAM, Kent
John Surtees.
Phone: Springpark 3700

WOLVERHAMPTON
L. Perks (Motors),
Myatt Ave. Corner, Parkfield Rd.
Phone: Bilston 41722

THREE WHEELER SPECIALISTS

BOND MINICAR

BOURNEMOUTH
Kenbourne Motors Ltd.
332, Charminster Road.
Phone: Winton 1902

BURNHAM, Bucks
Burnham Motors.
Phone: Burnham 184

DARTFORD, Kent
Bernard T. J. Diamond,
144, The Broad.
Phone: Dartford 2272

HOUNSLOW, Middx
Stanley's Motors (Est. 1922),
48-52, Lampton Road.
Phone: Hounslow 1949

LEAMINGTON SPA
Jack Butler & Co.,
1a, Clarendon Avenue.
Phone: 943

LONDON, W.1
M.P.H.W. Sales Ltd.,
The Miniature Motor Specialists,
32, Piccadilly. *Phone: Gerrard 6055*

LONDON, W.11
M.P.H.W. Sales Ltd.,
The Miniature Motor Specialists,
138, Holland Park Ave. *Park 2410*

NORWICH
Pointer Motor Co. Ltd.,
Aylsham Road.
Phone: Norwich 43054

PRESTON, Lancs
Lostiness Garages Ltd.,
Charnley Street.
Phone: Preston 4242

READING
Jack Hill,
98, Southampton Street.
Phone: Reading 55191

SITTINGBOURNE, Kent
E. G. Pritchard Ltd.,
Chalkwell Road.
Phone: Sittingbourne 3850

SOUTHALL, Middx
Thrift Motors,
445 & 447, Uxbridge Road.
Phone: Southall 0978

TOTTENHAM, N.17
Liddamore Motors Ltd.
700, 702 & 710, High Road.
Phone: Tottenham 2221-2467

WOKING, Surrey
M.P.H.W. Sales Ltd.,
The Miniature Motor Specialists
67, Goldsworth Rd. *Woking 5231*

CORONET

PRESTON, Lancs
Lostiness Garages Ltd.
Charnley Street.
Phone: Preston 4242

HEINKEL

BOURNEMOUTH
Kenbourne Motors Ltd.
332, Charminster Road.
Phone: Winton 1902

BROMLEY, Kent
Johnson & Brown,
266-272, High Street.
Phone: Ravensbourne 7713

FOLKESTONE, Kent
C. L. & H. L. Blundell Ltd.
Christchurch Road
Phone: Folkestone 2726 & 3869

HOUNSLOW, Middx
Stanley's Motors (Est. 1922),
48-52, Lampton Road.
Phone: Hounslow 1949

LONDON W.1
M.P.H.W. sales Ltd.
The Miniature Motor Specialists
32, Piccadilly. *Phone: Gerrard 6055*

LONDON W.11
M.P.H.W. Sales Ltd.
The Miniature Motor Specialists
138, Holland Park Ave. *Park 2410*

READING
Great Western Motors,
14, Station Road.
Phone: Reading 55281

THREE WHEELER SPECIALISTS
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M.P.H.W. Sales Ltd.,
The Miniature Motor Specialists,
67, Goldsworth Rd. *Woking 3231*

ISETTA
3 & 4 WHEELERS

BROMLEY, Kent
Johnson & Brown,
268-272, High Street.
Phone: Ravensbourne 7713

CHIPPENHAM, Wilts
Ross and Haines Ltd.,
Cantsway.
Phone: Chippenham 2115

DOVER, Kent
Southern Autos Ltd.
Phone: Dover 1323

HOUNSLOW, Middx
Stanley's Motors (Est. 1922),
46-48, Lampton Road.
Phone: Hounslow 1949

LEAMINGTON SPA
Jack Butler & Co.,
1a, Clarendon Avenue.
Phone: 943

LIVERPOOL
The "Sun" Cycle & Motor Co. Ltd.,
17-19, Renshaw Street.
Phone: Royal 6375

LONDON, W.1
M.P.H.W. Sales Ltd.,
The Miniature Motor Specialists,
23, Piccadilly. *Phone: Gerrard 6055*

LONDON, W.11
M.P.H.W. Sales Ltd.,
The Miniature Motor Specialists,
186, Holland Park Ave. *Park 2410*

LONDON
Walter Scott Motor Co. Ltd.,
39, College Crescent, Hampstead.
Phone: Primrose 4466

WOKING, Surrey
M.P.H.W. Sales Ltd.,
The Miniature Motor Specialists,
67, Goldsworth Rd. *Woking 3231*

MESSERSCHMITT

BOURNEMOUTH
Kenbourne Motors Ltd.,
282, Charminster Road.
Phone: Winton 1802

BROMLEY, Kent
Johnson & Brown,
268-272, High Street.
Phone: Ravensbourne 7713

HAMPSHIRE
Testwood Motors,
331, Salisbury Road, Totton.
Phone: Totton 3811/2

HOUNSLOW, Middx
Stanley's Motors (Est. 1922),
46-48, Lampton Road.
Phone: Hounslow 1949

LONDON, W.1
M.P.H.W. Sales Ltd.,
The Miniature Motor Specialists,
23, Piccadilly. *Phone: Gerrard 6055*

LONDON, W.11
M.P.H.W. Sales Ltd.,
The Miniature Motor Specialists,
186, Holland Park Ave. *Park 2410*

PLYMOUTH, Devon
Gilords Garage,
87, Crownhill Road, Crownhill.
Phone: Plymouth 72345

WOKING, Surrey
M.P.H.W. Sales Ltd.,
The Miniature Motor Specialists,
67, Goldsworth Rd. *Woking 3231*

NOBEL

BROMLEY, Kent
Johnson & Brown,
268-272, High Street.
Phone: Ravensbourne 7713

RELIANT

FOLKESTONE, Kent
C. L. & H. L. Blundell Ltd.,
Christchurch Road.
Phone: Folkestone 2726 & 3069

GUILDFORD, Surrey
Weston & Phillips Ltd.,
Woodbridge Road.
Phone: 3241

LEAMINGTON SPA
Jack Butler & Co.,
1a, Clarendon Avenue.
Phone: 943

LONDON, W.1
M.P.H.W. Sales Ltd.,
The Miniature Motor Specialists,
23, Piccadilly. *Phone: Gerrard 6055*

LONDON, W.11
M.P.H.W. Sales Ltd.,
The Miniature Motor Specialists,
186, Holland Park Ave. *Park 2410*

MANCHESTER
Hunts Cycle & Motor Depot Ltd.,
321-7, Stretford Road.
Phone: Moss Side 1968

NORWICH
Pointer Motor Co. Ltd.,
Aylsham Road.
Phone: Norwich 45054

PARKSTONE, Dorset
Bob Foster,
472, Ashley Road, Poole.
Phone: Parkstone 5560

PRESTON, Lancs
Lonhams Garages Ltd.
Charnley Street.
Phone: Preston 4342

WOKING, Surrey
M.P.H.W. Sales Ltd.,
The Miniature Motor Specialists,
67, Goldsworth Rd. *Woking 3231*

SCOOTACAR

LONDON, W.1
M.P.H.W. Sales Ltd.,
The Miniature Motor Specialists,
23, Piccadilly. *Phone: Gerrard 6055*

LONDON, W.11
M.P.H.W. Sales Ltd.,
The Miniature Motor Specialists,
186, Holland Park Ave. *Park 2410*

WOKING, Surrey
M.P.H.W. Sales Ltd.,
The Miniature Motor Specialists,
67, Goldsworth Rd. *Woking 3231*

TOURETTE

LONDON, W.1
M.P.H.W. Sales Ltd.,
The Miniature Motor Specialists,
23, Piccadilly. *Phone: Gerrard 6055*

LONDON, W.11
M.P.H.W. Sales Ltd.,
The Miniature Motor Specialists,
186, Holland Park Ave. *Park 2410*

WOKING, Surrey
M.P.H.W. Sales Ltd.,
The Miniature Motor Specialists,
67, Goldsworth Rd. *Woking 3231*

SPARES SPECIALISTS

A.J.S.
MOTOR CYCLE

LEAMINGTON SPA
Jack Butler & Co.,
1a, Clarendon Avenue.
Phone: 943

LONDON, E.17
Hoe Street Garage Ltd.,
414-418, Hoe St., Walthamstow.
Phone: Copperwill 1710

ARIEL
MOTOR CYCLE

LONDON, S.E.11
Writers Ltd.,
161-169, Kennington Lane.
Phone: Reliance 1302

LONDON, S.W.9
Pride & Clarke Ltd.,
188, Stockwell Road.
Phone: Brixton 0251

NOTTINGHAM
J. E. Broffitt,
Newcastle Filling Stn., Nuthall Rd.
Phone: 75511

BLACKNELL
SIDECAR

WOLVERHAMPTON
L. Parks (Motors)
Myatt Ave. Corner, Parkfield Rd.
Phone: Bilston 41722

B.S.A.
MOTOR CYCLE

ASHFORD, Kent
C. Hayward & Son Ltd.,
66-68, New Street.
Phone: 534-5-6

BATH
R. U. Holmes & Son,
9, Burton Street.
Phone: Bath 3054/64101

BRADFORD
J. K. Hirst Ltd.,
41 Wakefield Road.
Phone: 22843

B.S.A.
MOTOR CYCLE—Contd.

DERBY
Ingles of Derby,
Walbrook Road.
Phone: 22920

ILKESTON, Derbys
Ray Gamble,
Pelham Street.
Phone: Ilkeston 873

LEAMINGTON SPA
Jack Butler & Co.,
1a, Clarendon Avenue.
Phone: 943

LEICESTER
H. W. Campion & Sons Ltd.,
Welford Place.
Phone: Leicester 59054

LIVERPOOL
GUNDLE'S,
41 & 61, Byrom Street.
Phone: Central 4148

LONDON, E.17
Hoe Street Garage Ltd.,
414-418 Hoe St., Walthamstow.
Phone: Copperwill 1710

LONDON, S.E.11
Writers Ltd.,
161-169, Kennington Lane.
Phone: Reliance 1302

LONDON, S.E.13
F. Parks & Son Ltd.,
604, Kirk St., Lewisham.
Phone: Lee Green 0335

LONDON, S.W.9
Pride & Clarke Ltd.,
188, Stockwell Road.
Phone: Brixton 0251

LONDON, S.W.11
Gwen Bros.,
10, Battersea Rise, Clapham Junc.
Spares: Bat 2816, M/Cycles: Bat 2353

NOTTINGHAM
H. W. Campion & Sons Ltd.,
Arkwright St. and Queens Rd.
Phone: Nottingham 83444

NOTTINGHAM
J. E. Broffitt,
Newcastle Filling Stn., Nuthall Rd.,
Phone: 75511

OXFORD
Faulkner & Son,
Cardigan Street.
Phone: Oxford 57129

B.S.A.
MOTOR CYCLE—Contd.

OXFORD
TEMPLE'S,
35, Park End Street.
Phone: Oxford 47496

ST. ALBANS, Herts
Clarkes Motor Depot,
164, London Road.
Phone: 153

WORKSOP, Notts
Ezra Burden Ltd.,
109, Gainford Road.
Phone: 3053

B.M.W.
MOTOR CYCLE

ISLEWORTH, Middx
A.F.N. Ltd.,
Falcon Works, 402, London Rd.
Phone: Hounslow 0011

LONDON, W.12
H.L.G. Motor Cycles Ltd.,
198, Goldhawk Road.
Phone: Sho 3722

BUSMAR
SIDECAR

WOLVERHAMPTON
L. Parks (Motors)
Myatt Ave. Corner, Parkfield Rd.
Phone: Bilston 41722

CANTERBURY
SIDECAR

WOLVERHAMPTON
L. Parks (Motors)
Myatt Ave. Corner, Parkfield Rd.
Phone: Bilston 41722

EXCELSIOR
MOTOR CYCLE

LONDON, N.W.10
Alec Jackson Motor Export Ltd.,
1006, Harrow Rd., Kensal Green.
Phone: Ladbroke 2792

LONDON, E.17
Hoe Street Garage Ltd.,
414-418, Hoe St., Walthamstow.
Phone: Copperwill 1710

EXCELSIOR
MOTOR CYCLE—Contd.

LONDON, S.E.22
Bellamy's Auto Service Ltd.,
3, Lordship Lane, Dulwich.
Phone: New Cross 0666

FRANCIS-BARNETT
MOTOR CYCLE

BRISTOL
Fowler's of Bristol,
70-106, Grosvenor Road.
Phone: 51538 & 9

LEAMINGTON SPA
Jack Butler & Co.,
1a, Clarendon Avenue.
Phone: 943

LONDON, E.17
Hoe Street Garage Ltd.,
414-418, Hoe St., Walthamstow.
Phone: Copperwill 1710

LONDON, S.E.22
Bellamy's Auto Service Ltd.,
3, Lordship Lane, Dulwich.
Phone: New Cross 0666

LONDON, S.W.9
Watkinson Motors Ltd.,
194-196, Stockwell Road.
Phone: Brixton 2638

GILERA
MOTOR CYCLE

LONDON, S.W.9
Pride & Clarke Ltd.,
188, Stockwell Road.
Phone: Brixton 0251

HARLEY-DAVIDSON
MOTOR CYCLE

LONDON, S.W.6
F. H. Parr Ltd., 104, Waterford Rd.
Showrooms: 411 Kings Rd.
Phone: REN'town 2034

ITOM
MOTOR CYCLE

LONDON, S.W.9
"Allmar" Sub Groundminors,
61, Clapham Road.
Phone: Reliance 5079

JAMES
MOTOR CYCLE

BRISTOL
Fowler's of Bristol,
70-106, Grosvenor Road.
Phone: 51538 & 9

LONDON, E.17
Hoe Street Garage Ltd.,
414-418, Hoe St., Walthamstow.
Phone: Copperwill 1710

LONDON, S.E.22
Bellamy's Auto Service Ltd.,
3, Lordship Lane, Dulwich.
Phone: New Cross 0666

ST. ALBANS, Herts
Clarkes Motor Depot,
164, London Road.
Phone: 153

J.A.P.
ENGINES

LONDON, N.W.10
Alec Jackson Motor Export Ltd.,
1006, Harrow Rd., Kensal Green.
Phone: Ladbroke 2792

MESSERSCHMITT
THREE WHEELER

HAMPSHIRE
Testwood Motors,
331, Salisbury Road, Totton.
Phone: Totton 3811/2

MATCHLESS
MOTOR CYCLE

BRISTOL
Fowler's of Bristol
70-106, Grosvenor Road.
Phone: 51538 & 9

LONDON, E.17
Hoe Street Garage Ltd.,
414-418 Hoe St., Walthamstow.
Phone: Copperwill 1710

LEAMINGTON SPA
Jack Butler & Co.,
1a, Clarendon Avenue.
Phone: 943

SPARES SPECIALISTS
continued

MATCHLESS
MOTOR CYCLES (Cont.)

ST. ALBANS, Herts
Clarkes Motor Depot,
184, London Road.
Phone: 153

MOTO-GUZZI
MOTOR CYCLE

LONDON, S.W.9
Pride & Clarke Ltd.,
188, Stockwell Road.
Phone: Brixton 6251

NORTON
MOTOR CYCLE

LONDON, E.17
Hoe Street Garage Ltd.,
414-418, Hoe St., Walthamstow.
Phone: Coppermill 1710

WEST WICKHAM, Kent
John Surtees.
Phone: Springpark 3700

PANTHER
MOTOR CYCLE

BATH
R. U. Holoway & Son,
9, Barton Street.
Phone: Bath 5064/64101

RAVEN
SIDECAR

CHESHUNT, Herts
Raven Sidecars,
North Side, Cadmore Lane.
Phone: Waltham Cross 3060

RELIANT
THREE WHEELER

MANCHESTER
Hunts Cycle & Motor Depot Ltd.,
221-7, Stretford Road.
Phone: Moss Side 1969

ROYAL ENFIELD
MOTOR CYCLE

LEAMINGTON SPA
Jack Butler & Co.,
1a, Clarendon Avenue.
Phone: 943

STEIB
SIDECAR

ISLEWORTH, Middx
A.P.M. Ltd.,
Falcon Works, 400, London Rd.
Phone: Hounslow 0011

STREAMLIXE
SIDECAR

LOUGHTON, Essex
Streamlide Sidecars,
1, Rectory Lane.
Phone: Loughton 4938

SUNBEAM
MOTOR CYCLE

MITCHAM, Surrey
Millars Motors (Mitcham) Ltd.,
385-8, London Road.
Phone: Mitcham 0829

SWALLOW
SIDECAR

WOLVERHAMPTON
L. Perks (Motors),
Myatt Ave. Corner, Parkfield Rd.
Phone: Bilston 41722

TRIUMPH
MOTOR CYCLE

HAMMERSMITH, W.6
F. Freeman (Hammersmith) Ltd.,
92, 94 96 Hammersmith Bridge Rd.
Phone: RIVerside 2287

LEAMINGTON SPA
Jack Butler & Co.,
1a, Clarendon Avenue.
Phone: 943

LONDON, E.17
Hoe Street Garage Ltd.,
414-418, Hoe St., Walthamstow.
Phone: Coppermill 1710

LONDON, S.W.9
Pride & Clarke Ltd.,
188, Stockwell Road.
Phone: Brixton 6251

LONDON, Vauxhall
Harveys (Lambeth) Ltd.,
47, South Lambeth Road, S.W.8.
Phone: Reliance 6661

SHIPLEY, Yorks
Allan Jefferies,
198, Saltaire Road.
Phone: Shipley 54271

WEST WICKHAM, Kent
John Surtees.
Phone: Springpark 3700

WORKSOP, Notts
Ezra Burden Ltd.,
109, Carlstord Road.
Phone: 3053

WOLVERHAMPTON
Joseph Dovey & Co. Ltd.,
50 Darlington Street.
Phone: Wolverhampton 22806

VELOCETTE
MOTOR CYCLE

LEEDS, 6
"The Motor Cycle Centre,"
(Brudenell Motors Ltd.), 29-31,
Brudenell Rd. *Phone: 59281 (3 lines*

LONDON, S.E.12
A. H. Tooley,
Station Garage, Burnt Ash Hill.
Phone: Lee 2574

SHEPHERDS BUSH, W.12
L. Stevens Ltd.,
147, 149, 151, Goldhawk Road.
Phone: Shepherds Bush 1154/5

WOLVERHAMPTON
L. Perks (Motors),
Myatt Ave. Corner, Parkfield Rd.
Phone: Bilston 41722

VILLIERS
ENGINES

BRADFORD, Yorks
Brook Lister,
121, Bridge Street.
Phone: 29566

LONDON, S.E.22
Bellamy's Auto Service Ltd.,
3, Lordship Lane, Dulwich.
Phone: New Cross 0664

LONDON, S.W.9
Pride & Clarke Ltd.,
188, Stockwell Road.
Phone: Brixton 6251

VINCENT
MOTOR CYCLE

LONDON, W.12
Conway Motors (London) Ltd.,
299-309, Goldhawk Road.
Phone: Riverside 5733

MITCHAM, Surrey
Millars Motors (Mitcham) Ltd.,
385-8, London Road.
Phone, Mitcham 0829

WATSONIAN
SIDECAR

BRISTOL
Fowler's of Bristol,
79-106, Grosvenor Road.
Phone: 51538 & 9

LIVERPOOL
CUNDLE'S,
41 & 71, Byrom Street.
Phone: 4148

LONDON, W.12
West London Motor Agencies Ltd.,
436, Uxbridge Road.
Phone: Shepherds Bush 1191

WOLVERHAMPTON
L. Perks (Motors),
Myatt Ave. Corner Parkfield Rd.
Phone: Bilston 41722

REPAIRS

LONDON, E.8
Andre Sidecars
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Phone: Clissold 0438

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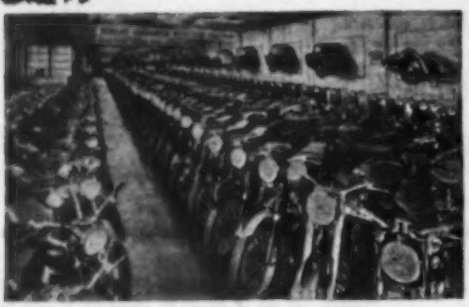

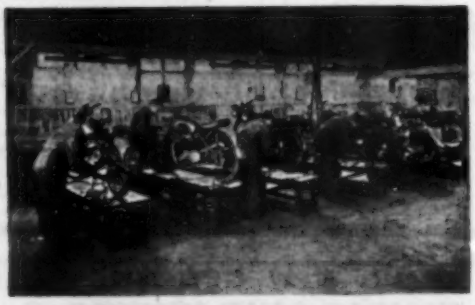

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THE MOTOR CYCLE

EDITOR, HARRY LOUIS · ASSISTANT EDITOR, GEORGE WILSON
THURSDAY 20 NOVEMBER 1958 VOLUME 101 NUMBER 2901
56th year of publication

Norton 249 c.c. twin in its unusual and attractive setting

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The Buoyant Spirit

PRESSMEN were welcomed to Earls Court last Friday. They heard the president of the Manufacturers' Association, Mr. T. J. Boulstridge, say that they were to see "what is perhaps the greatest Show" the Association had ever organized. They would find much that was novel, much that was fascinating; all the exhibits reflected a standard of workmanship of which individual manufacturers and the industry as a whole could be proud. The first point is at least partly answered by the fact that there are approximately 100 separate exhibits in the two- and three-wheeler categories and about the same number of stands devoted to accessories, components and ancillary equipment. The figures speak for themselves and give a measure of the size of the display. The second point is best answered by the reaction of visitors—those from abroad as well as the thousands of British citizens—who are obviously impressed by the progress made since the last Show in 1956 and by the technical excellence that abounds.

Unlike similar exhibitions abroad (and, probably, any other exhibition no matter where it is held or what its purpose may be) the London Show is something which enthusiasts regard as their own. Strictly speaking, it is, of course, the manufacturers' show but regarded on a less precise level, it is "our" show. We consider ourselves as rather more than just potential customers deciding on what to buy. We feel we are taking part, and are as proud of the machines and of the way they are displayed as the sponsors are. Those who have made a practice of visiting London Shows over the years will know this sensation quite well; the newcomers probably felt it within an hour or so of strolling along the aisles.

Now that some two months have elapsed since credit restrictions were relieved it is possible to judge the effect. With hire-purchase deposits lowered and repayments extended over longer periods sales have increased considerably. Total credit sales on new machines rose from 5,822 in September to 8,201 in October and those on secondhand models from 18,741 to 24,534. Many of those circulating Earls Court are in the happy position of being able to decide on a new mount now instead of waiting until they had saved a little more to meet the 33⅓ per cent deposit that would have been required had the regulations not been swept away on September 16. That fact is playing a prominent part in the buoyant spirit—on both sides of the counter, so to speak—at Earls Court. There is more than academic interest in the eyes of the majority there. Ever-increasing registrations are promised and those riders and drivers lucky enough to be in the new-model category have many thousands of happy miles before them.

Airflow fairings in various colours emphasize Show highlights—enclosure and gay finish

Occasional Comments

BY "IXION"

He Who Hesitates . . .

WHEN I nipped into Earls Court at 10 o'clock on Saturday morning I intended to do a very quick lap before the Minister of Transport started speaking at 11. My plan was firm. I would refuse to be delayed. I would simply keep walking to orientate myself for a detailed tour later. What a hope! From *The Motor Cycle* stand I hesitated in front of the gaily coloured Bond three-wheelers and looked more than once at the delicate décor of the Vespa stand. Then, with determined—very determined—strides, I swept past A.J.S. and Triumph and, reluctantly, past the new Francis-Barnett Cruiser 84 with its elegant *carénage*. But before I was half-way along that main aisle I stopped. There was Ken Whistance, Ariel director, gazing at his brain-child—a turntable with all the pressed-steel parts of a Leader as an "exploded" mounting. Never before has an exhibit so forcibly illustrated the importance of presswork on a really modern machine, the multitude of production operations required and the ingenuity of the designer and his draughtsmen at their drawing boards.

The Minister Speaks

AS I say I had not progressed very far: the fanfare blared; an hour had passed; my plan for a superficial tour was in ribbons. The Minister was speaking: "This very bright and attractive and rather exciting Show . . ." he said. "I think it is fair to say that the use of personal transport is a measure of the standard of living of any country." The Government was pledged to increase the standard of living. Hence he applauded the vigour with which the industry was meeting the demand for more personal transport. Of course, he mentioned something about the new motorways and the lesser-known development of other roads throughout the country (about 40 per cent of expenditure is earmarked for that purpose). He praised those who work so hard on the R.A.C.-A.C.U. Training Scheme. We all enjoyed listening. Later, I chipped in on the Minister's tour of the stands and overheard many of his practical, down-to-earth questions to the big-wigs—about scooters in contrast to the big roadsters; on helmets, tyres and electrical equipment. The tour alone took well over an hour. We were all pleased that the Minister had been able to spend so much time with us.

Top Quality

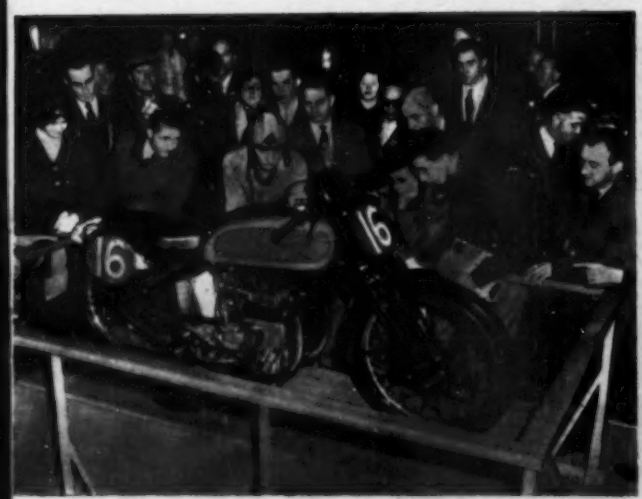
I HAVE seen more shows than the years of the age of our industry, for in many years there were two shows. One unique and unhesitating judgment can be passed upon this week's exhibition. From end to end of it you will unearth nothing crude, amateurish or half-baked. It was once possible for a fellow with no training more profound than that of a cycle agent, plus a few hundred pounds in cash or credit,

On the rocks! This mud-covered I.S.D.T. model on the James stand is proving a constant crowd-drawer

to plunge into the industry, stage a model embodying one or two practical notions and to rank as a manufacturer. Stands have often displayed exhibits which excited little better than derision from a fully trained engineer, for they defied basic laws of mechanics. "Them days is gorn," as old Giles groaned when the squire stopped preserving pheasants. Everything on the 1958 stands is a pukka engineering job, and in its own line well worth attention.

Going On and On

DURABILITY is a term with which the pioneers never stained their lips. In the first month of ownership or after covering the first 100 miles we might be stopped by a valve with no head, a cam which no longer cammed, a cracked piston and so forth. After the 1914-18 war reliability became a word no longer to be used in derision. Today it has become almost absolute. Manufacture for the buying public ceased in 1939 and was not quickly resumed in 1945. Delivery of raw materials and the supply of machine tools were among major problems. It was acutely difficult to get skilled labour. So there was a shortage of new machines in the immediate post-war years and delivery delays ran into months and, sometimes, to a year or more. Thousands of models of the 1930s were used right through the war on essential mileage and with a little owner-tinkering were still going strong when 10 and 15 years old. They set aside any doubts about durability. Today's machines are immeasurably superior and will serve you well for a decade and more if circumstances enforce on you that sort of economy. If not, you can enjoy the thrill of change regularly and perhaps feel a touch of satisfaction in the knowledge that your old bus or buses will change hands a few times and in their late age make ideal mounts for impecunious youngsters to cut their teeth on.



Thoughts on Engines

ONE often hears it said that the engine makes or mars a machine. I wouldn't go so far as that but agree that if you have a good power unit between your legs you are more than halfway there. At the top end of the scale the emphasis has been on development to improve combustion chambers and porting of the big parallel twins. Engines are smoother thereby and producing many more horses. The worth of our exports to North America can be seen in the really fast roadsters which can top 100 m.p.h. easily; maybe, as I mentioned last week, these greyhounds have a relationship to the motorway age that looms before us. When we come to the two-fifties we see new overhead-valve singles, a scintillating o.h.v. parallel twin and new single and twin-cylinder two-strokes. Scooter units have marched forward and there is a new proprietary 49 c.c. moped power unit from a famous British factory.

Above: Minister of Transport, Mr. Watkinson, chats with Ron Watson, manufacturer of the new Watsonian Oxford double-adult sidecar. Left: Older than some of the visitors—the 25-year-old Excelsior Mechanical Marvel which won the Lightweight T.T. in 1933

Show of Enterprise

MY map summary of this Earls Court is to label it the Show of Enterprise. One could not say that our reputation for conservatism lies in tatters but at least it has had a knock. Our designers have had their dreams—as always—and have come forward with new models and improvements that illustrate dreams translated into practical worth. What one sees is knowledgeable craftsmanship based on the past but inspired by thoughts of tomorrow. It embodies no guesswork. It is deliberate and competent. The next chapter in the long story of motor cycles will be formidable in its sweep, its accuracy and its triumph.

MOTOR CYCLISTS' MECCA

RANGE BY RANGE REVIEW OF THE MOTOR-CYCLE EXHIBITS AT THE MOST

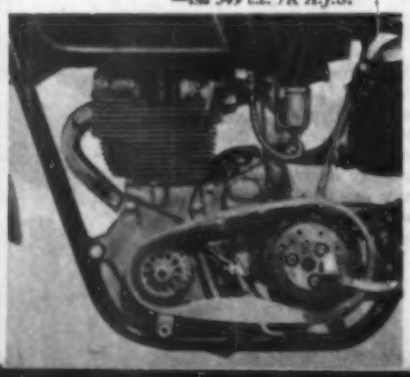
A.J.S.

TEN years ago the A.J.S. range comprised five models—347 and 498 c.c. single-cylinder roadsters and trials mounts and the 7R racing three-fifty. As an indication of changing times, the Woolwich concern now produces no fewer than eight basic engine types and a total of 17 listed models ranging in capacity from 248 c.c. to 646 c.c. Roadsters, trials and scrambles machines and a road racer—all are included.

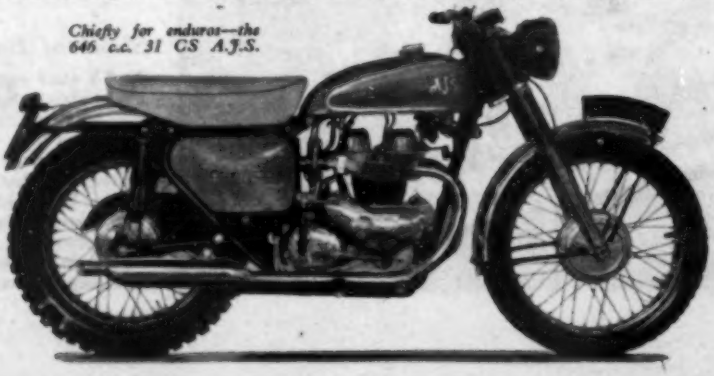
Introduced last March, the Model 14 is a lively cruiserweight with an over-square (69.85 × 64.85mm) 248 c.c. overhead-valve engine which incorporates a number of unusual features. For example, the light-alloy cylinder head is obliquely mounted on the iron barrel, both cam followers are of trailing type and the oil container is concealed within the engine side cover. An alternator provides current for ignition and lighting. Though apparently in unit with the engine, the four-speed gear box is a separate assembly in a cylindrical casing, rotatable for primary-chain adjustment.

Mainly tubular in construction, the frame utilizes steel pressings for the cradle portion. On the roadster model (available with or without a rear chaincase) 17in wheels are employed with full-width hubs,

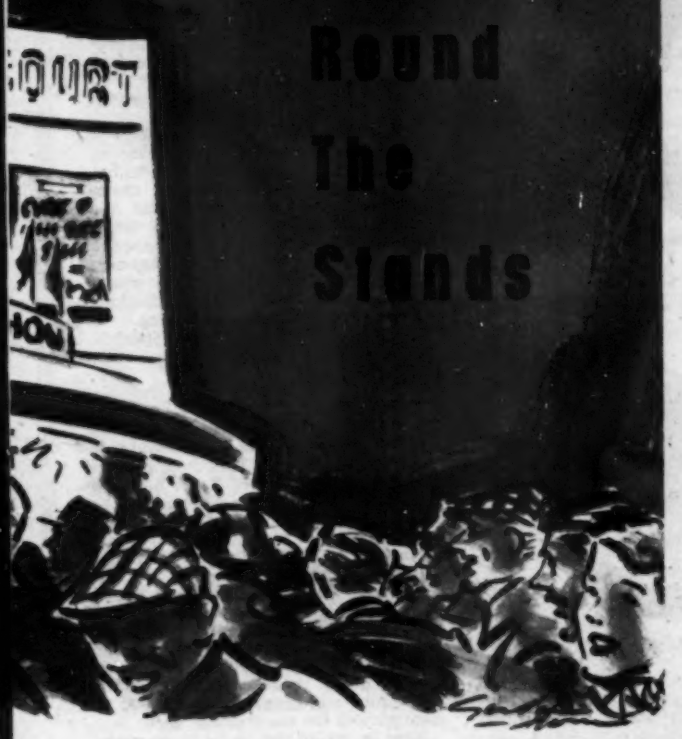
Power unit of a famous racing model —the 349 c.c. 7R A.J.S.



Chiefly for enduros—the 646 c.c. 31 CS A.J.S.



Come Round The Stands



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STIMULATING LONDON SHOW IN YEARS

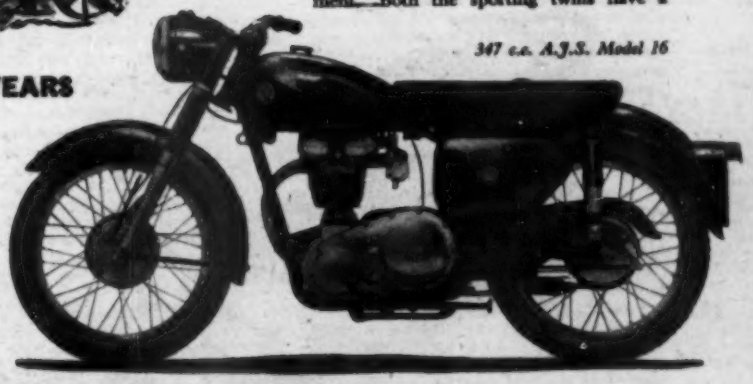
but the newly announced scrambler features 19in wheels, fabricated hubs and an engine that is more highly tuned.

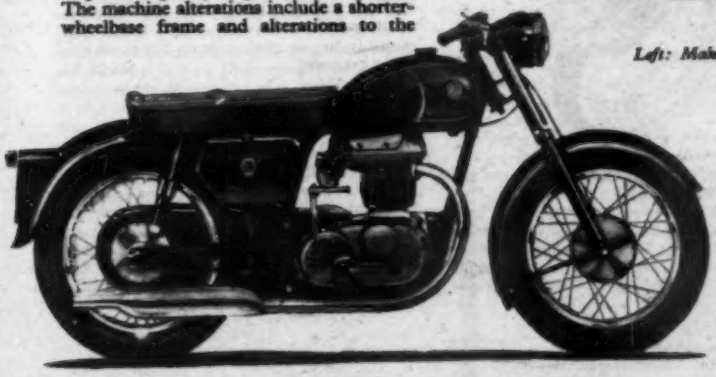
The 347 c.c. Model 16 and 498 c.c. Model 18 roadsters are orthodox singles improved in minor respects for the coming year. Power unit of the much-modified trials mount is basically the three-fifty but with a light-alloy cylinder barrel and tuned to produce plenty of power at low r.p.m. The machine alterations include a shorter-wheelbase frame and alterations to the front and rear forks and the hubs, all of which give a 25 lb weight saving.

Engines of the scramblers, though superficially similar to the roadster and trials singles, have an appreciably shorter stroke, integral pushrod tunnels, fiercer valve timing and other differences to suit them for their duties. All the competitions models mentioned have polished light-alloy mudguards.

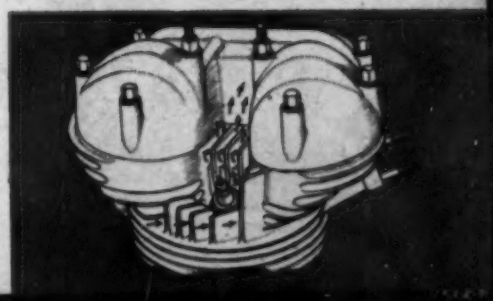
Main change to the sturdy 498 c.c. parallel-twin engine is the use of an alternator on the standard Model 20 in place of the separate magneto and dynamo which continue to be utilized on the other five-hundred twins. These comprise the de luxe roadster, scrambler and Sports Twin—in effect a scrambler with road equipment. Both the sporting twins have a

347 c.c. A.J.S. Model 16



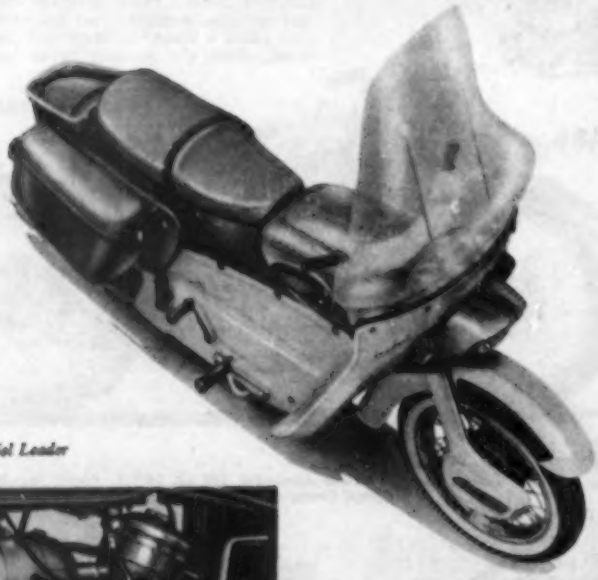


Left: Making its Show debut—the 248 c.c. A.J.S. Model 14. Below: Diagonal finning on the Model 14 cylinder head.

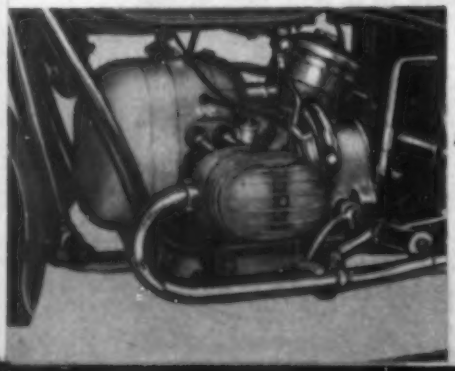


A.J.S. six-fifty Sports Twin

249 c.c. Ambassador Super S



Two-fifty Ariel Leader



Power unit of the 494 c.c. R50 B.M.W. flat twin

siamesed exhaust system and light-alloy mudguards.

Previously of 592 c.c. capacity, the larger twins have grown up to 646 c.c. by a lengthening of the stroke from 72.8mm to 79.3mm. Here again there are standard (alternator equipped), de luxe, scrambler and Sports Twin variants within the Model 31 group of six-fifties. An unusual but important detail of the A.J.S. twin-cylinder engines is the use of a crankshaft main bearing between the big ends.

Rounding off this impressive range is the ever-popular 349 c.c. 7R racing model. It has engine measurements of 75.5mm × 78mm and valve operation by a chain-driven overhead camshaft. Engine and gear box are housed in a duplex cradle frame and the machine is fully equipped for its purpose. As usual, development work will be carried out during the winter and full details of the 1959 specification will not be released until next spring.

Stand 51

Ambassador

CHIEF focus of interest on the Ambassador stand is one of the smartest models at Earls Court—and that is not surprising, for it hails from a smart place, Ascot! Designated Super S, it is a two-fifty two-stroke twin powered by the zestful Villiers 249 c.c. Mark 2T unit. And it wears a neatly tailored, easily cleaned pressed-steel skirt which envelops much of the rear wheel.

Featured on the newcomer is an Ambassador telescopic front fork which embodies two-rate springing. The wheels are of 17in diameter and they incorporate 7in-diameter brakes. Novelties in the specification include tuned twin electric horns and a rubber-mounted fuel tank held in place without the use of fixing bolts.

Next in engine size in the three-model range is the 197 c.c. Envoy, available to choice with three-speed or four-speed versions of the Villiers Mark 9E power unit. Like the Super S, the Envoy has a single-loop frame, with lengths of 1¼in × 16-gauge tubing brazed into the malleable-iron steering head lug and welded together where they meet behind the gear box. A sub-frame bolted beneath the Vynide-covered dual-seat and at the rear of the power unit supports the rear mudguard and provides upper mountings for the Girling rear suspension units. The front fork is of M.P. manufacture, and carries a 6in-diameter Miller headlamp. Direct or rectified lighting is available.

A similar general specification is employed for the third Ambassador, the 173 c.c. Popular, except that the frame is of all-welded construction and brake diameter is 5in, as distinct from 6in as on the 197 c.c. model.

Stand 57

Ariel

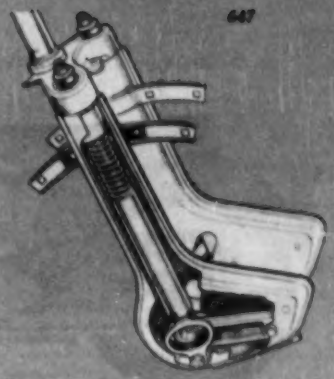
FOR Show after Show the famous Ariel horse, symbol of the marque for many years, has pranced above a range of models built on traditional lines. And make no mistake, that comprehensive selection of single-, twin- and four-cylinder overhead-valve machines is still very much in the picture. But this year a glamorous, seduc-

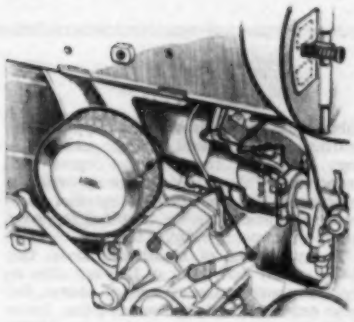
Left: Powerful 997 c.c. Ariel Square Four

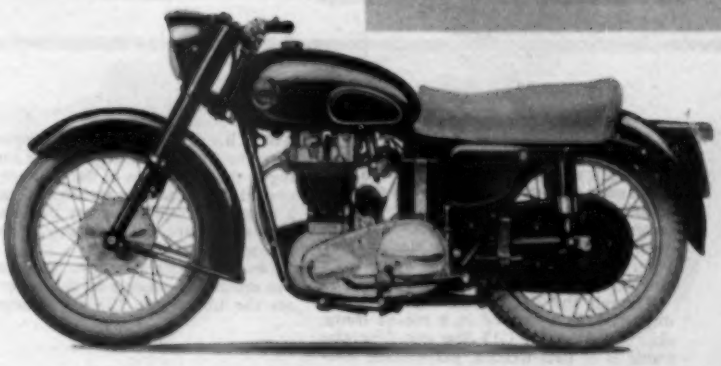
Right: Detail of the Leader trailing-link front fork

Below: 497 c.c. Ariel VH Red Hunter

Below left: Cutaway showing the butterfly choke in the Leader induction system







tive newcomer named Leader is stealing much of the limelight.

A twin-cylinder two-stroke of highly original conception, the debutante has a pressed-steel, beam-type frame and features enclosure of the power unit. Integral legshields, a generous windscreen and a dash panel are but a few of the intriguing features. What appears to be the fuel tank is in fact a lockable parcels box and the tank is positioned beneath the dual-seat. By means of a lever on the instrument panel the headlamp beam can be set while on the move. And enclosure does not mean inaccessibility: the panels are readily detachable.

Of the more orthodox models, the aristocratic 997 c.c. Square Four takes pride of place. The name comes from the unique cylinder layout, for the engine may be considered as two contra-rotating parallel twins with their crankshafts coupled by spur gears. Light alloy is used extensively in the design of the engine and hence the weight, at 435 lb, is little more than that of a normal six-fifty twin. And owing to use of the well-tried compensated-link plunger rear springing the wheelbase is identical with that of the Huntmaster and of the singles. Particularly tractable, the Square Four has a Jekyll-and-Hyde personality, changing at a twist of the grip from a gentle top-gear potterbus to a snorting roadburner.

Representing the parallel twin is the 646 c.c. Huntmaster with cast-iron cylinder block and head, a machine particularly favoured by sidecar drivers but at the same time an exhilarating mount for solo rides. Like the 347 and 497 c.c. Red Hunter singles it has a duplex-loop frame and pivoted-fork rear springing in which the fork arms are steel pressings edge-welded together; that the same frame is used also for the five-hundred scrambler is sufficient tribute to its strength.

Both wheels have full-width hubs of cast light alloy. The brakes embody convenient fulcrum adjusters designed to spread the shoe loading more evenly and hence give longer lining life. A quickly detachable rear wheel is standard while a rear chaincase is an optional extra.

Identifying the three-fifty and five-hundred singles, the name Red Hunter has long been respected as designating sound and reliable machines giving year-in, year-out high-speed service with a minimum of fuss. In both capacities light-alloy cylinder heads are used in conjunction with cast-iron barrels. Ignition and lighting currents are supplied by a Lucas Magdyno. The Red Hunters share with the twin and the four a distinctive headlamp cowl and internally braced front mudguard of deep section.

As lively as its name, the 197 c.c. Colt occupies the bottom of the Ariel capacity scale and is an overhead-valve single with coil ignition. The lightweight tubular frame embodies plunger-type rear springing and, like all models except the Leader and trials mounts, the Colt's attractive dual-seat is covered in washable, fawn Vynide.

Based on the Red Hunters but with light-alloy instead of cast-iron cylinder barrels, the 347 and 497 c.c. trials models have a light frame with a single front down member. Equipment includes a waterproof saddle. A lighting set can be supplied to order. Tuned for high-speed, cross-country work, the 497 c.c. HS scrambler completes the range. Stand 46

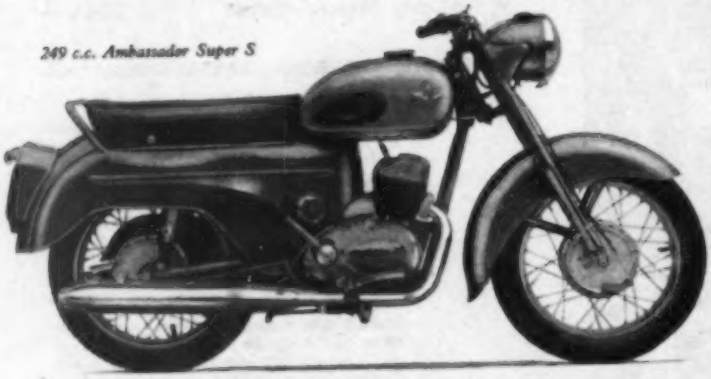
B.M.W.

QUIETNESS, smoothness and excellence of design and finish are the outstanding features of the four-model B.M.W. range. Three of the models—the R60 and R69 six-hundreds and the 494 c.c. R50—are transverse flat twins, while the fourth, designated R26, is a refined two-fifty single. Unit construction of overhead-valve engine and gear box and shaft final drive are common to all four models; the shaft is enclosed within one arm of the pivoted rear fork. Front springing also is by pivoted fork.

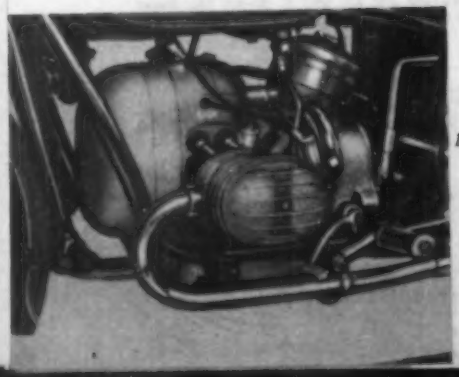
The R60 is intended for sidecar duty; the other twins are chiefly regarded as high-performance solos. Externally there is little by which the trio can be identified individually. Each cylinder is fed from a separate carburettor drawing air from a common filter above and to the rear of the engine main casting. All four models are finished in gleaming black and chromium plate and the engine castings are unpolished. Stand 80

A.J.S. six-fifty Sports Twin

249 c.c. Ambassador Super S



Two-fifty Ariel Leader



Power unit of the 494 c.c. R50 B.M.W. flat twin

siamesed exhaust system and light-alloy mudguards.

Previously of 592 c.c. capacity, the larger twins have grown up to 646 c.c. by a lengthening of the stroke from 72.8mm to 79.3mm. Here again there are standard (alternator equipped), de luxe, scrambler and Sports Twin variants within the Model 31 group of six-fifties. An unusual but important detail of the A.J.S. twin-cylinder engines is the use of a crankshaft main bearing between the big ends.

Rounding off this impressive range is the ever-popular 349 c.c. 7R racing model. It has engine measurements of 75.5mm × 78mm and valve operation by a chain-driven overhead camshaft. Engine and gear box are housed in a duplex cradle frame and the machine is fully equipped for its purpose. As usual, development work will be carried out during the winter and full details of the 1959 specification will not be released until next spring.

Stand 51

Ambassador

CHIEF focus of interest on the Ambassador stand is one of the smartest models at Earls Court—and that is not surprising, for it hails from a smart place, Ascot! Designated Super S, it is a two-fifty two-stroke twin powered by the zestful Villiers 249 c.c. Mark 2T unit. And it wears a neatly tailored, easily cleaned pressed-steel skirt which envelops much of the rear wheel.

Featured on the newcomer is an Ambassador telescopic front fork which embodies two-rate springing. The wheels are of 17in diameter and they incorporate 7in-diameter brakes. Novelties in the specification include tuned twin electric horns and a rubber-mounted fuel tank held in place without the use of fixing bolts.

Next in engine size in the three-model range is the 197 c.c. Envoy, available to choice with three-speed or four-speed versions of the Villiers Mark 9E power unit. Like the Super S, the Envoy has a single-loop frame, with lengths of 1¼in × 16-gauge tubing brazed into the malleable-iron steering head lug and welded together where they meet behind the gear box. A sub-frame bolted beneath the Vynide-covered dual-seat and at the rear of the power unit supports the rear mudguard and provides upper mountings for the Girling rear suspension units. The front fork is of M.P. manufacture, and carries a 6in-diameter Miller headlamp. Direct or rectified lighting is available.

A similar general specification is employed for the third Ambassador, the 173 c.c. Popular, except that the frame is of all-welded construction and brake diameter is 5in, as distinct from 6in as on the 197 c.c. model.

Stand 57

Ariel

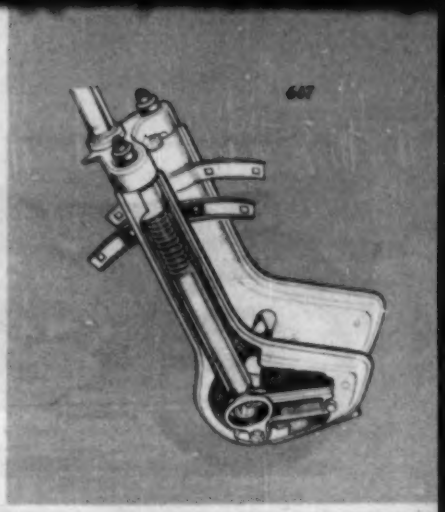
FOR Show after Show the famous Ariel horse, symbol of the marque for many years, has pranced above a range of models built on traditional lines. And make no mistake, that comprehensive selection of single-, twin- and four-cylinder overhead-valve machines is still very much in the picture. But this year a glamorous, seduc-

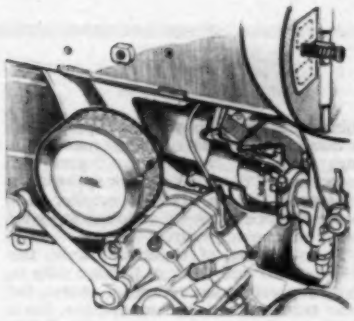
Left: Powerful 997 c.c. Ariel Square Four

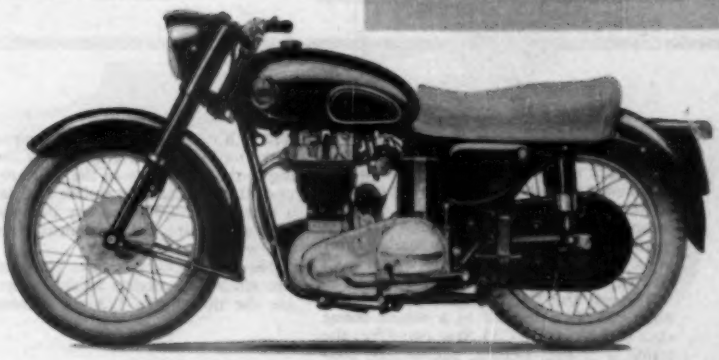
Right: Detail of the Leader trailing-link front fork

Below: 497 c.c. Ariel VH Red Hunter

Below left: Cutaway showing the butterfly choke in the Leader induction system







tive newcomer named Leader is stealing much of the limelight.

A twin-cylinder two-stroke of highly original conception, the debutante has a pressed-steel, beam-type frame and features enclosure of the power unit. Integral legshields, a generous windscreen and a dash panel are but a few of the intriguing features. What appears to be the fuel tank is in fact a lockable parcels box and the tank is positioned beneath the dual-seat. By means of a lever on the instrument panel the headlamp beam can be set while on the move. And enclosure does not mean inaccessibility: the panels are readily detachable.

Of the more orthodox models, the aristocratic 997 c.c. Square Four takes pride of place. The name comes from the unique cylinder layout, for the engine may be considered as two contra-rotating parallel twins with their crankshafts coupled by spur gears. Light alloy is used extensively in the design of the engine and hence the weight, at 435 lb, is little more than that of a normal six-fifty twin. And owing to use of the well-tried compensated-link plunger rear springing the wheelbase is identical with that of the Huntmaster and of the singles. Particularly tractable, the Square Four has a Jekyll-and-Hyde personality, changing at a twist of the grip from a gentle top-gear potterbus to a snorting roadburner.

Representing the parallel twin is the 646 c.c. Huntmaster with cast-iron cylinder block and head, a machine particularly favoured by sidecar drivers but at the same time an exhilarating mount for solo rides. Like the 347 and 497 c.c. Red Hunter singles it has a duplex-loop frame and pivoted-fork rear springing in which the fork arms are steel pressings edge-welded together; that the same frame is used also for the five-hundred scrambler is sufficient tribute to its strength.

Both wheels have full-width hubs of cast light alloy. The brakes embody convenient fulcrum adjusters designed to spread the shoe loading more evenly and hence give longer lining life. A quickly detachable rear wheel is standard while a rear chaincase is an optional extra.

Identifying the three-fifty and five-hundred singles, the name Red Hunter has long been respected as designating sound and reliable machines giving year-in, year-out high-speed service with a minimum of fuss. In both capacities light-alloy cylinder heads are used in conjunction with cast-iron barrels. Ignition and lighting currents are supplied by a Lucas Magdyno. The Red Hunters share with the twin and the four a distinctive headlamp cowl and internally braced front mudguard of deep section.

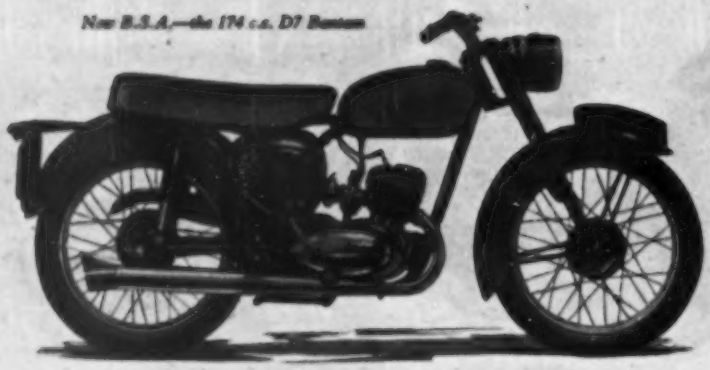
As lively as its name, the 197 c.c. Colt occupies the bottom of the Ariel capacity scale and is an overhead-valve single with coil ignition. The lightweight tubular frame embodies plunger-type rear springing and, like all models except the Leader and trials mounts, the Colt's attractive dual-seat is covered in washable, fawn Vynide.

Based on the Red Hunters but with light-alloy instead of cast-iron cylinder barrels, the 347 and 497 c.c. trials models have a light frame with a single front down member. Equipment includes a waterproof saddle. A lighting set can be supplied to order. Tuned for high-speed, cross-country work, the 497 c.c. HS scrambler completes the range. Stand 46

B.M.W.

QUIETNESS, smoothness and excellence of design and finish are the outstanding features of the four-model B.M.W. range. Three of the models—the R60 and R69 six-hundreds and the 494 c.c. R50—are transverse flat twins, while the fourth, designated R26, is a refined two-fifty single. Unit construction of overhead-valve engine and gear box and shaft final drive are common to all four models; the shaft is enclosed within one arm of the pivoted rear fork. Front springing also is by pivoted fork.

The R60 is intended for sidecar duty; the other twins are chiefly regarded as high-performance solos. Externally there is little by which the trio can be identified individually. Each cylinder is fed from a separate carburettor drawing air from a common filter above and to the rear of the engine main casting. All four models are finished in gleaming black and chromium plate and the engine castings are unpolished. Stand 80



New B.S.A.—the 174 c.c. D7 Bantam

249 c.c. B.S.A. C15 Star

B.S.A.

IN black and in red, the 174 c.c. Super Bantam two-stroke is displayed proudly on the B.S.A. Stand. And it is worth a second look, for this is the new D7, the model which the makers kept under cover as an Earls Court surprise and which from now on replaces the familiar D5.

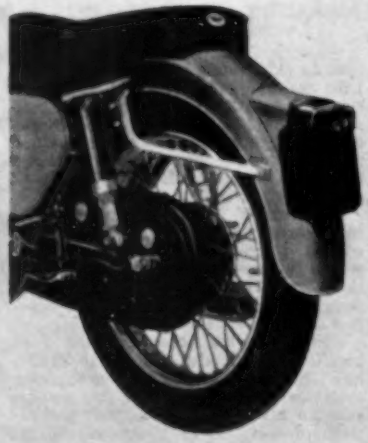
Though the lively engine-gear unit is unaltered, it is housed in a robust frame akin to that of the C15 Star two-fifty; the frame is of part-welded, part-brazed construction. The telescopic front fork incorporates hydraulic damping and it is topped by a trim headlamp nacelle similar in style to those of the larger models.

B.S.A. roll-on centre stand with convenient extension

With a diameter of 5½in, the brakes are larger than those of the ousted D5, and the hubs are of cast iron to give better heat dissipation. The mudguards are of deep section and designed to give a large measure of protection. Rectifier-and-battery and direct-lighting versions are available.

New from stem to stern, the dapper 249 c.c. C15 Star is light in weight and low built; it should be most economical in use. The o.h.v. engine forms a compact unit with the four-speed gear box. Contributing to the clean lines of the Star are deeply domed mudguards, a stylish fuel tank and a trim oil tank and battery box assembly. The wheels are of 17in diameter and have full-width cast-iron hubs.

No major changes have been made to the remaining models in the range which are the ubiquitous 123 c.c. Bantam, 348 and 499 c.c. overhead-valve singles and 497 and 646 c.c. o.h.v. roadster and super-sports twins. Nor is the competitions man forgotten for the 499 c.c. Gold Star is available in scrambles and clubman's trim. Britain's only surviving side-valve single, the 591 c.c. M21 will be made to order.



A rear chaincase is available at extra charge for A and B group models

Internal modifications have been made to the ever-popular 123 c.c. Bantam since last it was seen at Earls Court and, like the 174 c.c. model, it now features an ingenious lubrication system in which a supply of oil is directed to the right and left main bearings from the chaincase and gear box respectively. Plunger-type rear springing is continued and, as before, rectifier-and-battery lighting can be supplied to order as an alternative to direct lighting.

Lusty singles of traditional style, the 348 c.c. B31 and 499 c.c. B33 are alike in general specification except, of course, for gear ratios. The larger model, too, has a 3.50in-section rear tyre against the 3.25in of the three-fifty. Current for ignition and lighting is supplied by a crankshaft-mounted A.C. generator enclosed within the primary chaincase.

For the B-group singles and also for the A-group parallel twins the frame is of duplex-loop design and incorporates pivoted-fork rear springing. The fuel tank is secured to the top tube by a single, rubber-bushed bolt. A competitions variant of the B33 five-hundred, the Gold Star B34 scrambler has a new oil tank similar to that used by B.S.A. factory riders; the filler cap is reached through the seat nose.

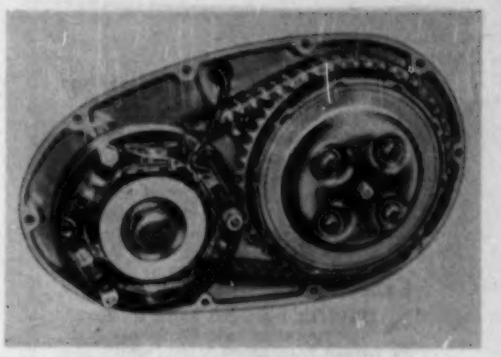
The four models in the twin-cylinder group fall conveniently into two pairs. Two—the 497 c.c. A7 and 646 c.c. A10 Golden Flash—are touring mounts suitable for solo or sidecar work; they have cast-iron cylinder barrels and heads. Their high-performance counterparts—the Shooting Star and the Super Rocket—have light-alloy cylinder heads and also manual ignition control. Both the A7 and A10 engines are now equipped with a camshaft previously used only on the Shooting Star and Super Rocket. Stand 45

Dot

HAILING from Manchester, Dot machines are particularly well known in the fields of trials and scrambles. In the 16-model range offered for 1959 all but two are functional mounts for the out-and-out competitions rider. The two road machines are a 197 c.c. version of the TDX trials model and the three-fifty Sports Roadster twin.

The Roadster is powered by the

646 c.c. A10 Golden Flash



Primary drive on the 249 c.c. C15 Star is by duplex chain

349 c.c. (63 × 56mm) RCA engine-gear unit. A tuned version of this engine is also fitted to the SCH scrambler which in general specification is similar to the smaller-capacity cross-country speedsters except that a 4.00 × 18in rear tyre is substituted for the normal 3.50 × 19in size; the front tyres of all the scramblers measure 2.75 × 21in.

Apart from the 250 Scrambles Twin, which employs the Villiers 249 c.c. Mark 2T unit fitted with a larger-bore carburettor and with the compression ratio stepped up to 10 to 1, all other trials and scrambles machines make use of the 197 c.c. Villiers Mark 9E unit, with two-fifty variants obtained by fitting Vale-Onslow cylinder barrels, heads and pistons. Alternatively, the 247 c.c. Villiers Mark 31A can be specified.

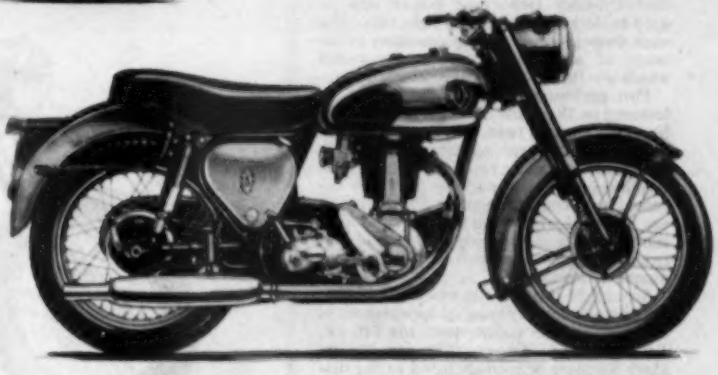
Aristocrats of the six-model trials range are the 197 and 249 c.c. Works Replicas, supplied with road equipment but without lights. Less highly tuned, the 197 and 249 c.c. THX4 models are also lightless but their TDHX4 counterparts have detachable direct lighting.

Each trials model has a scrambler counterpart. The list of scramblers is headed by the 197 and 249 c.c. Works Replicas in stripped condition and without road equipment. Similarly paired are the two SH4 models in road-going order but without lights and the two SDH machines which have direct lighting. Special engine tuning can be undertaken on any of the single-cylinder models. Stand 28

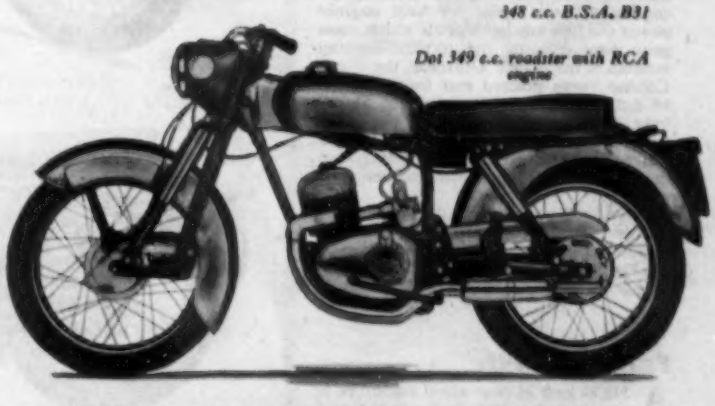
Dunkley

THERE is no gainsaying the rakish appearance of the Dunkley Whippet Sports 65, finished in bright red. And a further distinction of the model is the use of an overhead-valve engine of a size—64 c.c. (44 × 42mm)—usually reckoned to be within the province of the two-stroke.

The beam-type frame (which incorporates a tool box) is made from steel pressings and is topped by a curvaceous two-gallon tank and a dual-seat. Built in unit with the crankcase, the two-speed gear-box is



348 c.c. B.S.A. B31



Dot 349 c.c. roadster with RCA engine

Villiers-powered 247 c.c. Dot THX4 trials model.

gear-driven and controlled by a handlebar lever. Gear ratios are 11.7 and 19.6 to 1. A Wipac flywheel magneto provides current for ignition and direct lighting. A dry battery is used for the parking lights.

Suspension is by a telescopic fork at the front and a pivoted fork at the rear. Tyre size is 2.00 × 23in. Stand 76

Excelsior

NOVELTY highlights under the Excelsior banner include, for the historian, the famous Mechanical Marvel which won the 1933 Lightweight T.T. and, for students of engine design, a 492 c.c. Excelsior three-cylinder two-stroke power unit as used in Berkeley and Frisky light cars. But such show pieces are complementary to the range of up-to-the-minute motor cycles which are full of technical interest.

Part-enclosure of the rear wheel is featured on the latest Excelsior, the 328 c.c. Special Talisman twin, and there is also an unusual Miller ignition system in which independent contact breakers and coils are employed for each sparking plug. A recessed tool compartment in the fuel-tank top has a lid which also serves as the filler cap. Embracing the upper part of the front-fork legs is a cowl housing a 7in-diameter headlamp.

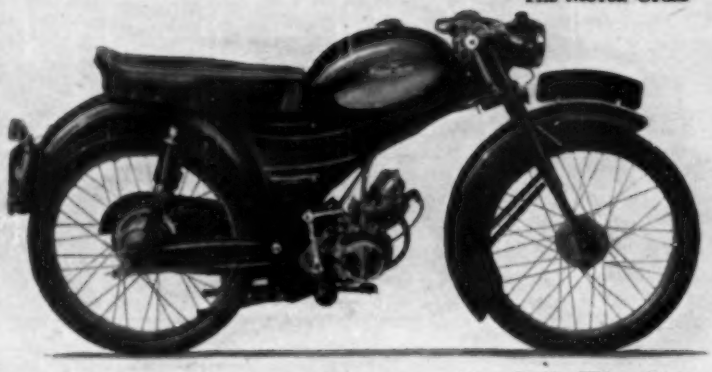
Second of the 328 c.c. twins, the Super Talisman is conventional in appearance, as also is its smaller counterpart, the 246 c.c. Talisman TT4. The two-fifty now has the Mark 5 engine previously fitted to the discontinued sports twin. Villiers engines power the four smaller models which comprise direct-lighting and rectified-lighting versions of the 147 c.c. Universal, the 98 c.c. Consort (with pivoted rear fork) and the 98 c.c. Skutabyke. All except the Skutabyke have mid-section frame panels of pressed steel, a neat cover to shroud the fork upper yoke and handlebar clamp, and modified headlamp and rear-number-plate mountings.

Offering the protection of a scooter and the handling attributes of a motor cycle, the Skutabyke is an enclosed machine with legshields and footboards and featuring plunger-type rear springing. Stand 35

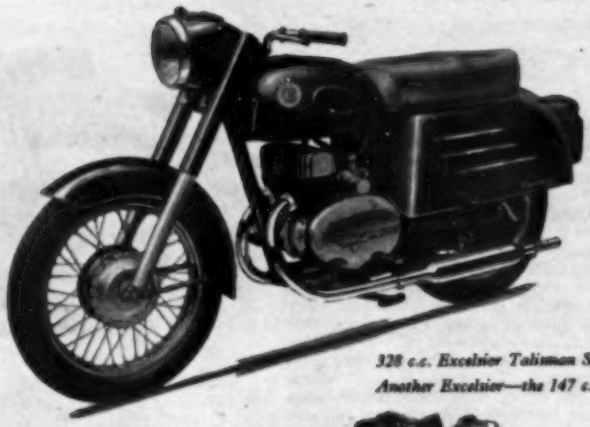
Francis-Barnett

A NEW look in rear-wheel enclosure is seen on the Francis-Barnett Stand where the newest arrival—the 249 c.c. Cruiser 84—exhibits the lower hemline in a skirt of glass-reinforced plastic. Makes the wheel inaccessible? Not a bit of it, for those panels can be detached in a few seconds. At the front they are bridged by a steel pressing which nestles snugly against the cylinder and so encloses the carburettor. Neat touches are pillion footrests which fold flush with the side panels and a float-chamber tickler button operating through bell-crank linkage. Legshields are fitted as standard and there is a flared front mudguard.

Power comes from a 249 c.c. A.M.C. two-stroke engine and a similar unit is also employed in the svelte Cruiser 80 roadster, which has a frame mainly of pressed-steel



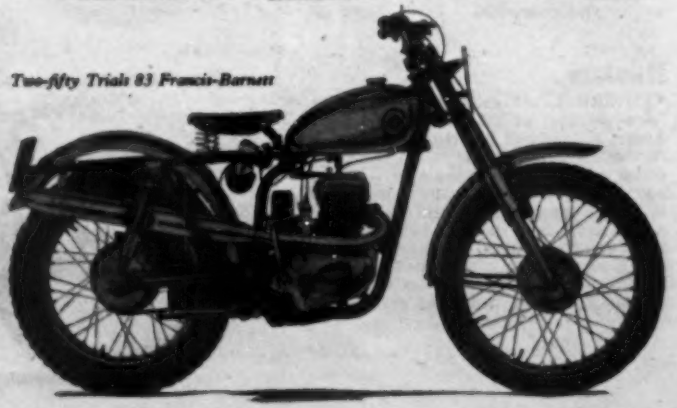
64 c.c. Dunkley Whippet Sports



328 c.c. Excelsior Talisman Special

Another Excelsior—the 147 c.c. U9

Two-fifty Trials 83 Francis-Barnett



construction. Unaltered in mechanical detail, the Cruiser 80 is now available in two-colour styling of Arden green and Dover white as an alternative to the more familiar all-green finish.

Two other two-fifties are included in the programme, both fitted with variants of the A.M.C. single-cylinder engine. Highly specialized mounts for competition riders, they are the Scrambler 82 and Trials 83. The frames are of sturdy, tubular loop type, with bolted-on, triangulated rear sub-frames. The telescopic front fork is the famous Norton Roadholder which incorporates two-way hydraulic damping. The fork is topped by a wide handlebar to which is welded a bracing strut for added strength. Girling damper units control the pivoted rear fork.

Second-biggest Francis-Barnett roadster is the 197 c.c. Falcon 81 with a three-speed Villiers Mark 10E power unit housed in a conventional frame of tubular construction. Battery-and-rectifier lighting is standard equipment.

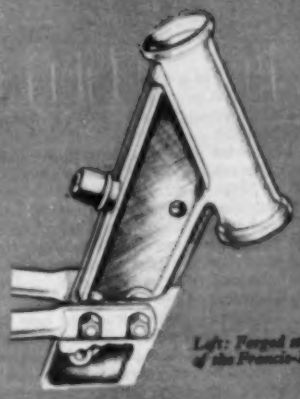
Employing a 171 c.c. A.M.C. two-stroke engine and with a frame largely assembled from steel pressings, the Light Cruiser 79 is a handsome lightweight which presents an immaculately tidy appearance. Such ancillaries as the battery, ignition coil, carburettor and tool kit are hidden from view by the mid-section shields which extend rearward from behind the cylinder to enclose the space between the sub-frame tubes; the shields are quickly detachable.

Smallest Francis-Barnett is the popular 147 c.c. Plover 78 which, like the Falcon, has a three-speed Villiers engine-gear unit. The frame embodies normal top and front down tubes married to a rear end built up from steel pressings and incorporating a deeply valanced rear mudguard supported on the cantilever principle. The arms of the pivoted rear fork, too, are of pressed steel and the coil springs which control the fork are neatly shrouded by the frame mid-section, as also are the battery and tool kit. Like those of all other models in the range, the telescopic front fork embodies hydraulic damping. Stand 49

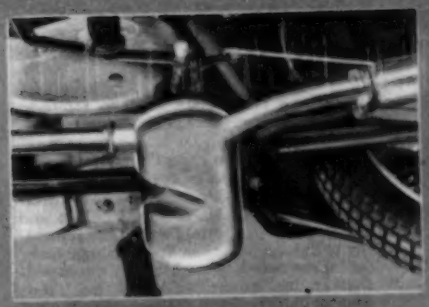
Gilera

Of the four Gilera models on the stand the grand-prix 493 c.c. four-cylinder racer (of the type on which Geoff Duke and Bob McIntyre have scored their greatest triumphs) is proving as powerful a magnet as any other single exhibit. The two production models, both lightweights available in this country, are respectively designated Standard and Extra. Both use basically similar 60 × 61mm 172 c.c. engines but with certain fundamental differences. For instance, primary drive on the Extra is by ½in duplex chain whereas on the Standard it is by gears. In both cases the parallel, vertical valves are disposed transversely across the cylinder head.

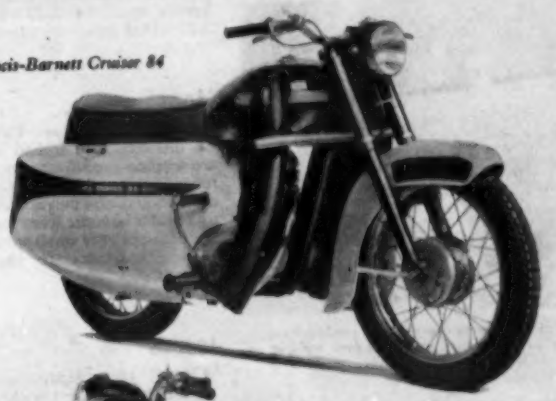
Twin down tubes are incorporated in the diamond-pattern frame. A telescopic front fork and pivoted-fork rear suspension are employed. Frame and forks are finished in red and the 3.3-gallon fuel tank is white with red panels. Wheel rims are of polished light alloy. Tyre size is 2.50 × 19in front and rear. Stand 68



Left: Forged steering-head lug of the Francis-Barnett Cruiser

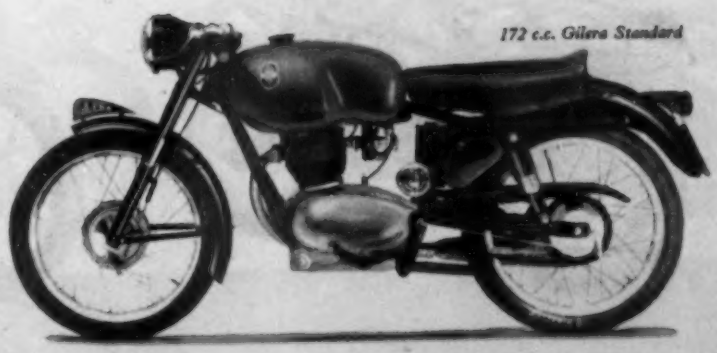


Above: Worm's-eye view of the Plover silencer



New Francis-Barnett Cruiser 84

Francis-Barnett Light Cruiser 79



172 c.c. Gilera Standard

Greeves

SPORTS enthusiasts need no reminder that Greeves machines have a long record of competitions successes. Of the four newcomers to the 1959 range two are rakish-looking sports roadsters and two are competition mounts. The roadsters are the 247 c.c. 24DB Sports Single and 249 c.c. 25DB Sports Twin. The remaining pair, which like the Sports Single make use of the new Villiers Mark 31A competitions engine, are the 24TAS Scottish Trials Special and the 24SAS Hawkstone Special Scrambler.

On the two sports models a 6in-diameter Miller light unit and Smiths speedometer are mounted in a shaped steel pressing at the top of the fork; the exhaust system of the twin is siamesed and leads to a Villiers silencer.

Detail on the Greeves competition models—a neat rear-chain oiler which utilizes a fork member as a reservoir for the lubricant

All models employ the unorthodox frame in which the front down member, an I-section beam in cast light alloy, is allied to tubular loops. Pivoted-fork rear springing is featured and the Greeves-designed pivoted front fork has oil-damped spring units mounted within the fork stanchions. The range is completed by three 197 c.c. competitions models, comprising the standard 20TA Scottish Trials, 20TAS Scottish Trials Special and 20SAS Hawkstone Scrambler.

New on all the competitions models is a chain oiler incorporated in the left-hand tube of the pivoted fork. The tubular loop which carries the rear mudguard is reinforced by additional welding. Oil leakage at the joint between the exhaust pipe and silencer (on the trials mounts) is obviated by the use of a canvas-reinforced rubber sleeve secured by two hose clips.

Standard equipment on the new 247 c.c. 24SAS Hawkstone Special scrambler, heavily finned brake drums in light alloy are available at extra cost for the other models. In both engine capacities the scramblers have straight-through exhausts, racing number plates, quick-action twist-grips and hide-covered dual-seats; Dunlop Sports tyres of 2.75×21in (front) and 3.25×19in (rear) are fitted. Stand 59

Itom

THE 64 c.c. Itom Tabor Sports is of unmistakably Italian origin. Features are a spine-type frame, reinforced by twin tubes linking the steering head with the underside of the power unit. A pivoted rear fork and telescopic front fork are employed. Tyres are of very small section—2.25×19in—and contribute to the model's racy appearance. Stand 87

James

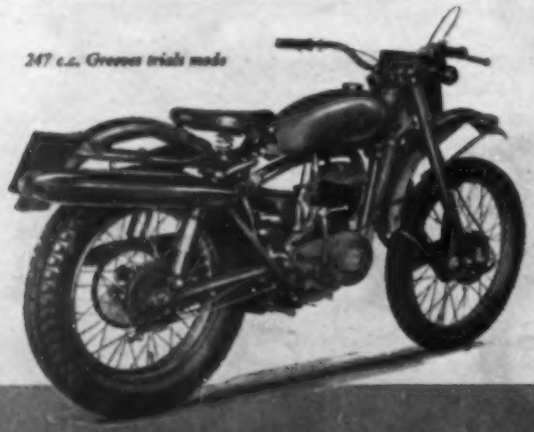
THAT James lightweights can take the rough with the smooth is indicated by the gold-medal-winning International Six-Days' Trial machine which poses proudly on simulated rockery on the James Stand; the display also includes a potent-looking scrambles version of basically the same two-fifty. Yes, these competition models are tough, but note that the powerful 249 c.c. A.M.C. engine-gear unit is also used in the imposing Commodore which heads the roadster range.

Compact, with the four-speed gear box bolted snugly to the crankcase and with light-alloy side covers to give a trim effect, the engine employs an unusual laminar-flow transfer system. Basically similar in design is the 171 c.c. power unit of the Cavalier model and, indeed, its operation may be studied for the first time in a sectioned working model. "The James is worth looking into," claim the little Jimmy James cartoon figures dotted about the stand.

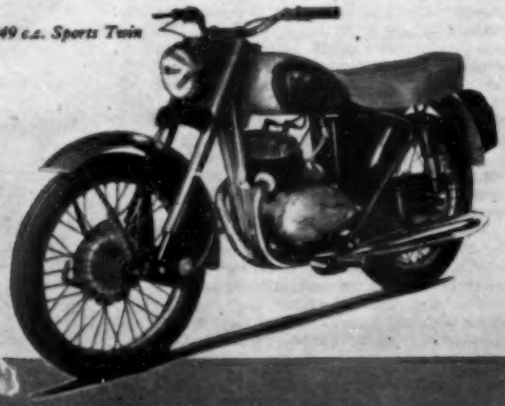
The observation does not apply to engine details alone, for the frames of many of the models displayed are most interesting. Similar in conception, the frames of the Comet, Cadet and Cavalier feature tubular top and front down members which combine with a mid-section built up from steel pressings. The cantilever rear mudguard, too, is a pressing and also fabricated from pressings is the pivoted rear fork. It is controlled by coil springs tucked out of sight behind the massive mid-section. Optional on the Cadet one-fifty and standard equipment on the Cavalier is a hydraulic damper interposed between the rear fork right-hand arm and the underside of the frame.

Smallest model in the range, the Comet has a 98 c.c. Villiers two-speed unit and normally the gear change is operated from the handlebar; for those who prefer it, however, simple foot-change mechanism is available at extra cost. The Cadet is powered by the 147 c.c. three-speed Mark 30C; it is fully capable of carrying a passenger and for 1959 has a dual-seat as standard equipment. Rectifier-and-battery lighting may be specified in place of the standard direct-lighting system.

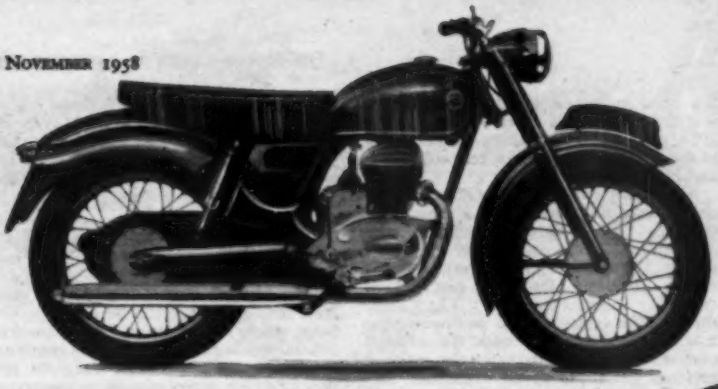
More orthodox in construction, the Captain represents the 197 c.c. class and is continued with a traditional tubular loop frame. Its power unit is the Villiers Mark 10E with upright cylinder; otherwise the engine is identical with the better-known Mark 9E which has the cylinder inclined forward. Finally, the Commodore two-fifty frame gives another example of stylish composite tubular and pressed-steel construction. The finishing touch is a case which encloses the rear chain. Stand 39

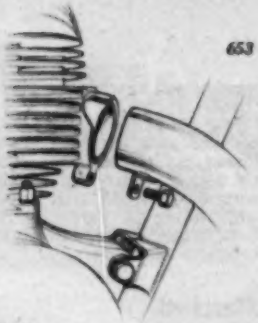


247 c.c. Greeves trials mode



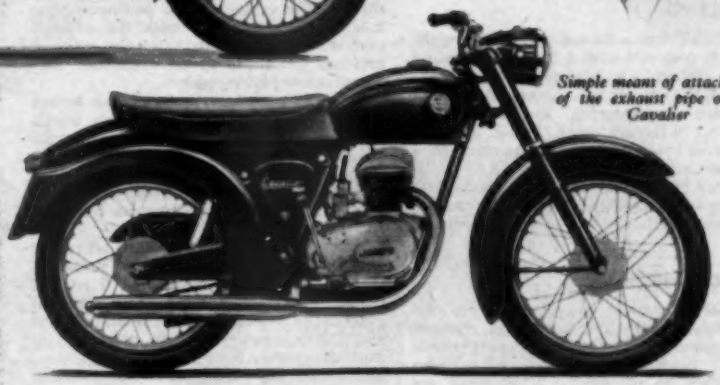
Greeves 249 c.c. Sports Twin





Above: Sleek 249 c.c. James Commodore, and right, 171 c.c. Cavalier

Simple means of attachment of the exhaust pipe on the Cavalier

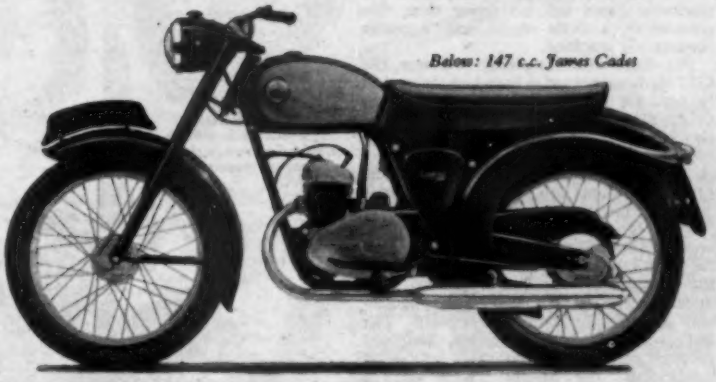


Jawa-CZ

ALL the way from Czechoslovakia come the trim and attractive Jawa-CZ models. The name has been growing in importance for many years until now—with 20 entries and 20 gold medals in this year's I.S.D.T.—it is one of the foremost in the world.

Both the models available in Britain are two-stroke roadsters and they have distinct family resemblances. They are the 344 c.c. Senior twin, and the 248 c.c. Favorit single, elegant machines with sleek engine-gear units housed in a welded frame employing square-section tubing. Both embody design features of outstanding interest. For example, the wheels are quickly detachable and interchangeable. The headlamp beam is adjustable from the saddle by a button in the nacelle. There is interconnection of the gear pedal and clutch mechanism enabling gear changes to be made without operating the handlebar lever. Stand 17

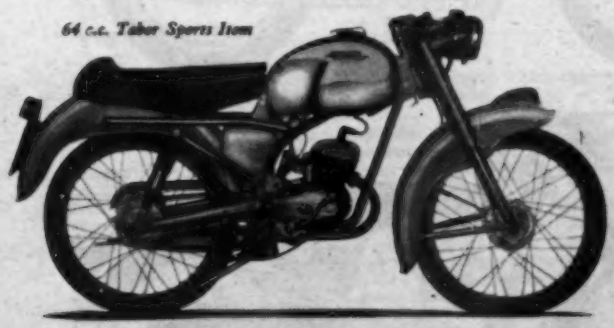
Below: 147 c.c. James Cadet



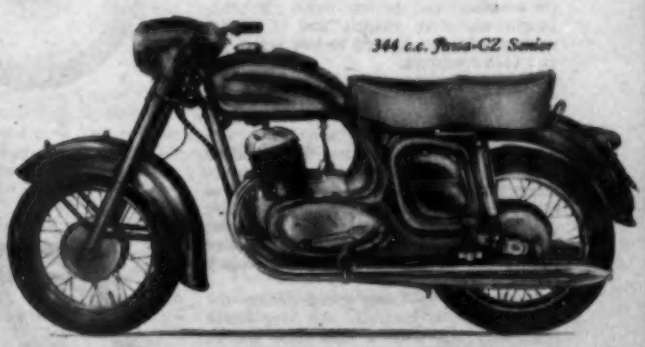
Maico

THOUGH the 247 c.c. Maico Blizzard is by no means new, it abounds in up-to-the-minute features. The pivoted front fork is so designed that, at a glance,

64 c.c. Tabor Sports Item



344 c.c. Jawa-CZ Senior



it might well be taken for one of telescopic type.

The engine is a two-stroke with vertical, cast-iron cylinder and light-alloy head. Power output is 14.5 b.h.p. at 5,200 r.p.m. Of 18in diameter, the wheels are shod with 3.00in-section tyres and equipped with full-width light-alloy hubs. The Scrambler model exhibited is a souped-up version of the Blizzard. Stand 70

Maserati

WHAT has a 75 c.c. ultra-lightweight in common with a grand-prix racing car? Where the Maserati firm is concerned, the answer is an exceptionally high standard of engineering. Just one model is available in Britain, the L/75/T2. Regardless of its small engine size, the machine is a fully equipped motor cycle. It is powered by a two-stroke built in unit with a three-speed gear box controlled by handlebar twistgrip. Stand 79

Matchless

THE Matchless range caters for the requirements of a very large number of motor cyclists. Within the programme are 17 models—singles and twins—from two-fifties to six-fifties. While most are roadsters there are no fewer than five scramblers, a trials model and a pukka road-racing machine.

For those who like plenty of power, the G11 six-hundred twins have been increased in capacity to 646 c.c. and rechristened G12. Because of the limitation imposed by the cylinder centres, the greater swept volume has been achieved by lengthening the stroke from 72.8mm to 79.3mm; the generally similar G9 498 c.c. power unit remains substantially unaltered.

Four versions of each capacity of twin are available. They are the standard (which for 1959 has an A.C. generator instead of the traditional separate magneto and dynamo) and de luxe roadster, the scrambler and the Sports Twin variants. The last two have tuned engines, siamesed exhaust systems and polished light-alloy mudguards; the Sports Twins are, in effect, scramblers with road equipment. On all twins save the scramblers a handsome new fuel tank of 4½-gallon capacity replaces the previous 3½-gallon tank. On the standard and de luxe twins the mudguards are more shapely and of deeper section than those fitted to last year's G9 and G11 roadsters.

Identical new mudguards are found also on the 498 c.c. and 347 c.c. roadster singles. Their engines have an alternator similar to that of the standard twins. By comparison, the three-fifty and five-hundred scrambler engines have magneto ignition, larger bores and shorter strokes (86mm as against 93mm) and the cylinder barrels are of light alloy with integral pushrod tunnels; the compression ratio, porting and valve timing are altered to give the necessary top-end performance.

Because of its lower-speed duties, the trials engine is basically the long-stroke three-fifty but with a light-alloy barrel, lower compression ratio, more gentle cams and magneto ignition. Ease of handling has been enhanced by the 1½in shorter wheelbase and 25 lb lower weight than for 1958, achieved by extensive modifications to the front and rear forks, rear sub-frame and hubs.

A compact two-fifty, the G2 was introduced early this year and is a thoroughly modern, good-looking medium-weight machine. Though in general its over-square 248 c.c. 18 b.h.p. overhead-valve engine follows Matchless practice, it embodies novel features. The plane through the valve stems is inclined to the machine's centre line, with the exhaust port offset to the right, and the cylinder axis lies ¼in ahead of the crankshaft axis to minimize piston noise.

The oil container is concealed within the engine right-hand side cover which also embraces the end cover of the separate gear box, giving the appearance of unit construction. Since the gear-box shell is cylindrical it can be rotated on its mounting against the rear of the crankcase to adjust the primary chain.

An unusual detail of the otherwise tubular frame is the use of steel pressings to form the cradle. Telescopic front and pivoted-fork rear suspensions follow normal practice. The roadster has full-width hubs and 17in-diameter wheels shielded by domed mudguards. The scrambler variant, introduced for 1959, has 19in wheels, light-alloy mudguards and a tuned engine.

Replacing the twin-cylinder G45 racer comes the 496 c.c. (90×78mm) G50 single, based on this year's successful prototype. Stand 42

Monark

NOT only has the 247 c.c. Adler twin we knew of old assumed a new name—Monark Adler—but it has taken on a new appearance. The model is now being made in Sweden and is shown with extensive side panelling and with combined legshields and windscreen that hold promise of a high degree of weather protection.

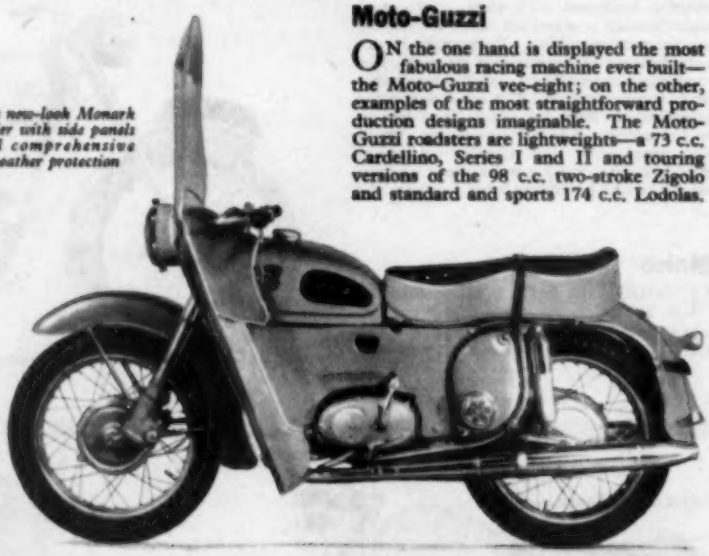
But underneath its new dress the model is very little changed. The front fork is of leading-link design and the rear suspension is by pivoted fork. Stand 73A

Motobécane

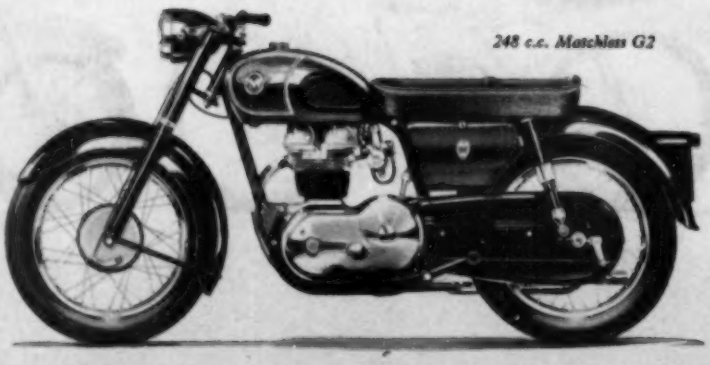
AMONG the surprise exhibits are three visitors from France—Sports Speciale 175 Motobécanes; importation is to begin right away. Features are a light-alloy cylinder with cast-iron liner, light-alloy head, Gurtner carburettor and Novi flywheel magneto. Transmission is through a four-speed gear box with rocking-pedal control. Suspension is by telescopic front fork and pivoted rear fork. Stand 68

Moto-Guzzi

ON the one hand is displayed the most fabulous racing machine ever built—the Moto-Guzzi vee-eight; on the other, examples of the most straightforward production designs imaginable. The Moto-Guzzi roadsters are lightweights—a 73 c.c. Cardellino, Series I and II and touring versions of the 98 c.c. two-stroke Zigolo and standard and sports 174 c.c. Lodolas.



The new-look Monark Adler with side panels and comprehensive weather protection



248 c.c. Matchless G2

646 c.c. Matchless G12CSR

347 c.c. Matchless for trials—the G3C

Above, left: Sports Spéciale Motobécane 175 from France

Above, right: New Norman—the B3 Sports two-fifty

Right: Moto-Guzzi 73 c.c. Cardellino with rotary inlet valve

The Cardellino is a newcomer to the London Show. Cobby and with a decidedly racy air, it has a composite, tubular and pressed-steel frame with telescopic front and pivoted rear forks. Zigolo-wise, the rear fork is controlled by coil springs and friction dampers. The engine breathes through a rotary inlet valve.

Basically similar to the standard model, the sports Lodola features a larger-(3½-gallon) tank and light-alloy rims. The compression ratio is raised to 9 to 1 and power output is 11 b.h.p. Stand 68

Norman

TWO jaunty looking sports roadsters, alike in specification except for engine size and brake diameter, make their Earls Court débuts on the Norman Stand. Major model of the pair is the B3/2T Sports, fitted with the twin-cylinder 249 c.c. Villiers Mark 2T two-stroke power unit; the smaller model has the 197 c.c. Mark 9E single from the same manufacturer. A four-speed gear box is standardized for the twin while three or four speeds are available to choice for the one-nine-seven.

Both sports models have 2½-gallon fuel tanks recessed at the rear for the rider's knees. Other features are narrow, dropped handlebars, competition-type footrests and light-alloy mudguards. The frame follows usual Norman practice and has a single front down tube to which are bolted steel plates which form the engine cradle. The front fork is of Armstrong leading-link pattern and the pivoted rear fork is controlled by oil-damped spring units.

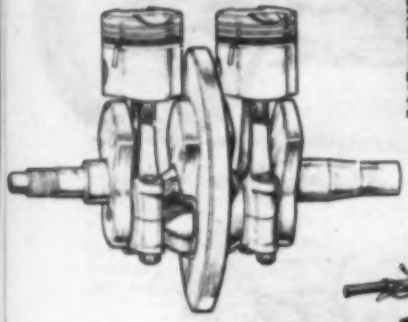
Curved, pressed-steel panels with in-built compartments for battery and tool kit enclose both sides of the rear sub-frame. Front and rear brakes of the 197 c.c. model are of 5in diameter while the two-fifty has a similar rear brake but a 6in-diameter front brake. Tyre sizes for both models are 2.75 × 19in on the front wheel and 3.00 × 19in at the rear.

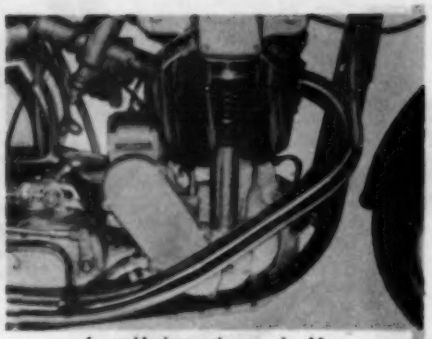
In touring trim the 249 c.c. B3/2T Roadster Twin and the 197 c.c. B2S/9E Roadster have a basic specification similar to that of their sports counterparts. The frame mid-section enclosure has been restyled for 1959 and a handlebar of somewhat flatter shape is now fitted. Both machines have 3.00 × 19in tyres at front and rear.

Smallest of the Normans is a one-fifty, designated B1S/31C, which, of course, indicates that it is powered by the 148 c.c. Villiers Mark 31C unit. Rectifier-and-battery lighting is installed as standard.

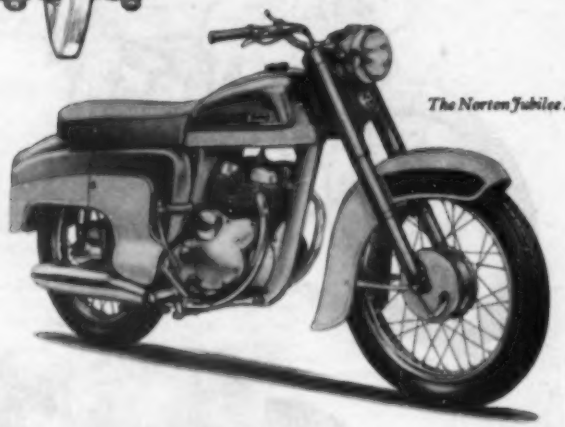
The remaining model is a rugged 197 c.c. trials mount, the B2S, fitted with a tuned version of the Villiers Mark 9E engine. Standard gear ratios are 7.4, 9.4, 13.05 and 21.8 to 1 but they can be varied by the use of alternative rear-wheel sprockets available at extra cost. Stand 33

Crankshaft assembly of the two-fifty Norton. At bottom dead centre the piston skirts overlap the flywheel

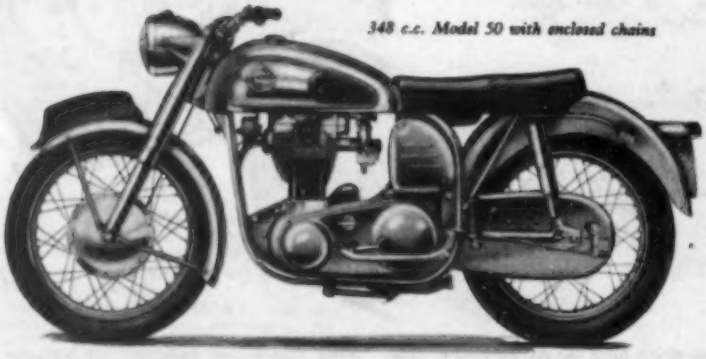




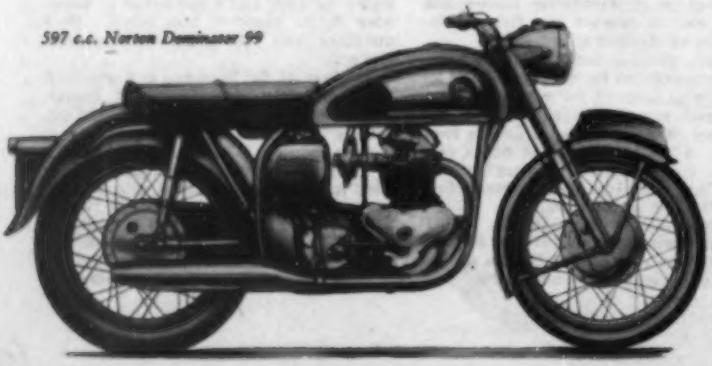
A notable innovation on the Manx Norton racer: is that the cam-gear vertical bevels are coupled by a splined shaft



The Norton Jubilee 250



348 c.c. Model 50 with enclosed chains



597 c.c. Norton Dominator 99

Norton

IT is many years since Nortons gave their fans such a surprise as they did two weeks ago with the announcement of their sleek new lightweight twin, the Jubilee 250. Indeed, the introduction of that model by a concern famous for so long for its 348 and 499 c.c. Manx racing models, sporting Dominator 497 and 597 c.c. twins and lusty, orthodox singles (348 c.c. Model 50 and 490 c.c. ES2) is indicative of the growing strength of the demand for refined lightweights.

The appearance of the Jubilee 250 is nothing if not distinctive. There is stylish rear fairing consisting of two quickly detachable side panels (each held by three Dzus fasteners) and a rear portion embracing the number plate and lamp. At the front there is a deeply valanced, flowing mudguard with guttered edge. And amidships there is an entirely new and robust-looking engine-gear unit.

The engine has a notably high bore/stroke ratio for a roadster (60mm bore, 44mm stroke) and the one-piece cast-iron crankshaft embodies in the middle an integral flywheel of no less than 7½in diameter. Smooth running and crankshaft longevity are ensured by the use of main and big-end bearings of the same dimensions as on the Dominator twins—and those models, so much higher in performance than the new machine, are themselves noted for the robustness of their crankshaft assemblies.

Separate iron barrels and light-alloy heads are used for both cylinders and the cam followers and 3in-long pushrods, operated by high camshafts, are unusually disposed in tunnels cast at the front and rear of the cylinders. Provision for valve-clearance adjustment is made by eccentric rocker spindles. Another unusual feature is an included angle between the inlet and exhaust valves of only 42 degrees.

Ignition is by twin six-volt coils concealed beneath the petrol tank. An auto-advance unit and double contact breaker are driven by the right-hand end of the inlet camshaft. The rotor of a Wipac 50-watt A.C. generator is mounted on the left-hand end of the crankshaft outboard of the engine sprocket; the stator is bolted to the inner half of the primary chaincase. The clutch and four-speed gear cluster are of straightforward pattern and are driven by a ⅜in-pitch duplex chain.

Access to the tool tray and oil tank are gained by lifting away the dual-seat (no tools required), while the battery and tyre pump can be reached by detaching the right-hand side panel. The frame is a composite pressed-steel and duplex-tubular structure carrying pivoted rear and telescopic front forks, both using coil springs and hydraulic damping. Tyre size is 3.25 × 18in and brake diameter 6in. A rear chaincase may be specified at extra charge and a weathershielding unit is being developed. There is a choice of two-tone colour schemes.

Most notable change in the remaining roadsters is that the famous welded duplex-loop frame, originally developed in racing and featured on the Dominator 88 (497 c.c.) and 99 (597 c.c.), is now used as well on the Model 50 and ES2. Another feature extended from the Dominators to the

roadster singles is the crankshaft-driven Lucas A.C. generator. All four models have pivoted rear and telescopic front forks, light-alloy cylinder heads and four-speed gear boxes.

A high-performance cylinder-head layout may be specified for the twins. It comprises two carburettors, high-compression pistons, polished ports and oversize inlet valves. Steering suitable for sidecar duty is available for all the roadsters.

For oversea markets there is the Nomad. It comprises a tuned version of the 597 c.c. twin-cylinder engine installed in a single-loop, brazed-lug frame. The specification includes scrambles tyres, magneto ignition and a lighting set. The Manx models are, of course, highly specialized overhead-camshaft racing singles.

Stand 34

N.S.U.

SUPERBLY finished and lavishly equipped, the two-fifty N.S.U. Supermax roadster represents German engineering at its best. Outstanding originality is seen in the design of the engine, which is of overhead-camshaft type—itself unusual in a roadster. The camshaft drive consists of a pair of connecting rods which link eccentrics formed on the camshaft and on the half-speed shaft. Advantages claimed for the system include quietness in operation and negligible maintenance.

In unit with the engine is a four-speed gear box with left-side foot change. The complete power unit is suspended from a spine-type frame of pressed steel. Front-wheel suspension is by a leading-link fork and there is pivoted-fork springing at the rear.

Stand 27

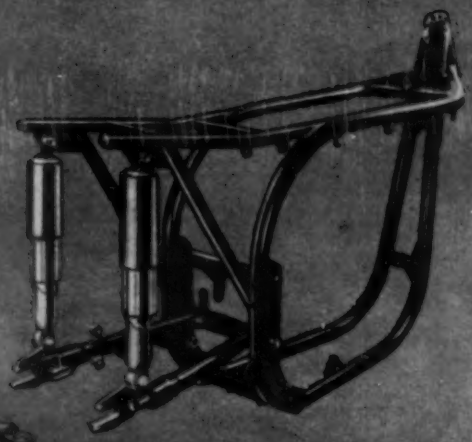
Panther

IT seems that Panthers were not content that their 598 c.c. (87 × 100mm) Model 100S overhead-valve sloper was the largest-capacity single in production. For they have produced a sister model—the 120S—of 645 c.c. (88 × 106mm) which has even more slogging power. Both are primarily sidecar models and there is a new, pre-aligned chassis to fit them. The chassis has pivoted-fork wheel springing and the 19in-diameter wheel, with 3.50in-section tyre and 8in brake, is interchangeable with either wheel on the machine.

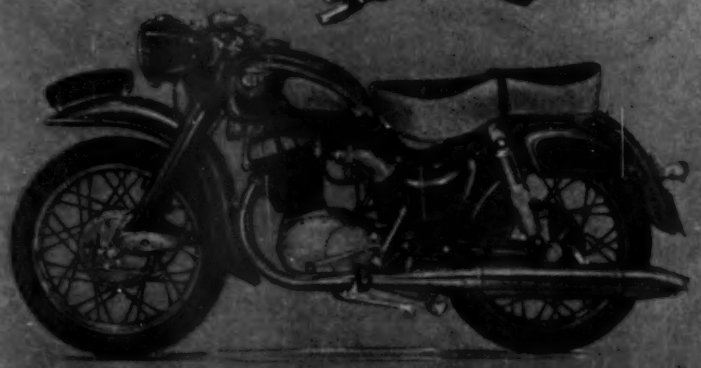
Lower down the capacity scale there is a brace of o.h.v. singles of orthodox layout—the 348 c.c. Model 75 and 248 c.c. Model 65. The other seven models in the range are Villiers-powered two-strokes.

Pride of place among the two-stroke motor cycles goes to the recently introduced Model 50 Sports, powered by a tuned version of the 324 c.c. Mark 3T twin-cylinder, four-speed power unit. In common with all the other two-strokes, the Model 50 Sports has 3.25 × 18in tyres front and rear but it features telescopic front and pivoted rear forks whereas the other models have pivoted forks for both wheels.

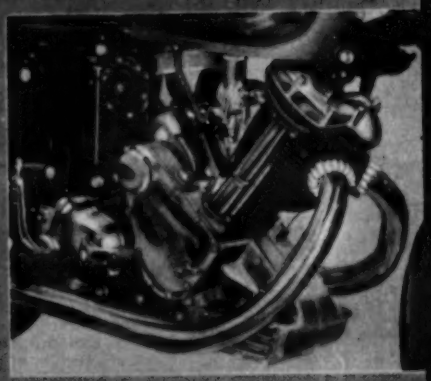
The Model 50, too, has more elegant styling, the deeply valanced rear mudguard being integrated with the mid-section enclosure which incorporates battery and



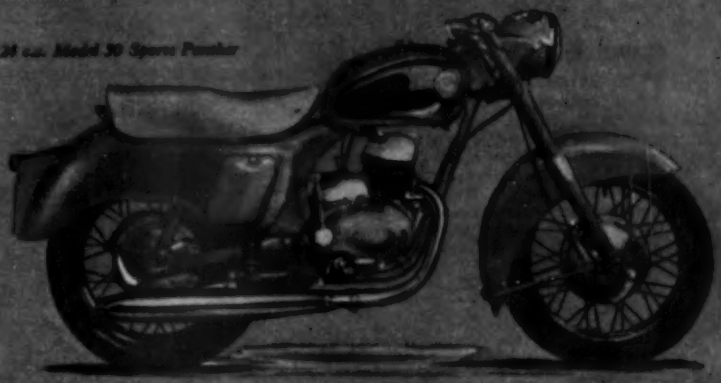
The Norton duplex frame now used for the single-cylinder models



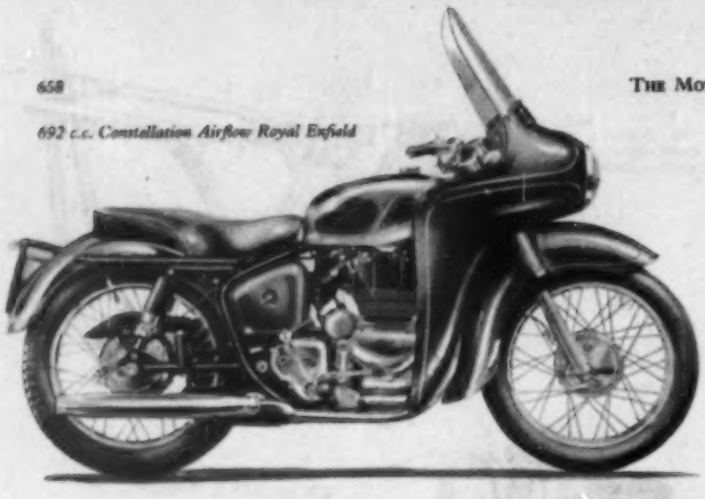
597 c.c. N.S.U. Supermax from Germany



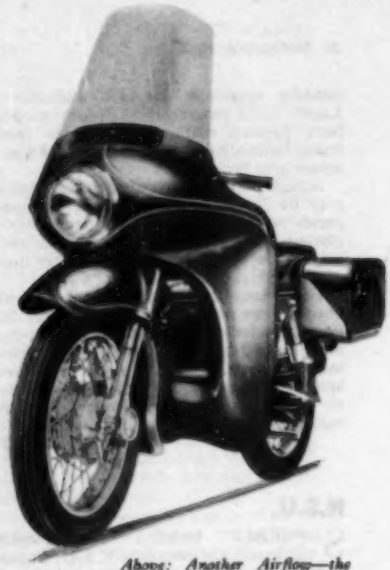
Left: Pressed frame fork of the Panther 324 c.c. Model 65 Sports twin. Above: Power unit of the 645 c.c. Model 120S



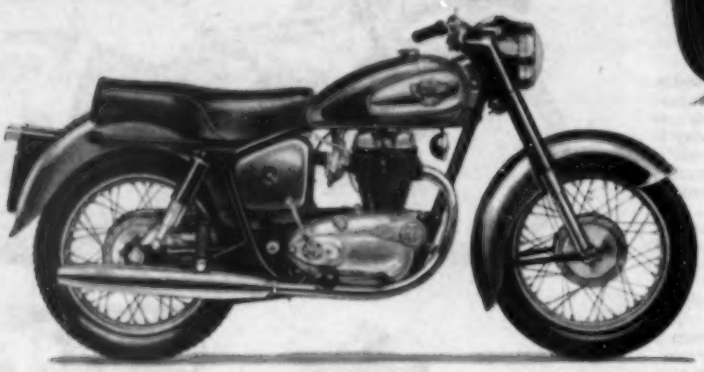
324 c.c. Model 50 Sports Panther



692 c.c. Constellation Airflow Royal Enfield



Above: Another Airflow—the 249 c.c. Crusader



Left: The unfaired Crusader

tool compartments. Generous valances are also used for the front mudguard. Moreover the full-width light-alloy hubs and brake plates are unusually sleek, being of similar pattern to those used on the six-hundred and six-fifty.

There is another 324 c.c. model (45 Sports) with a slightly lower compression ratio and styling identical with that on the two-fifty twins (35 Sports and 35 Standard) and the three one-nine-sevens (10/3, 10/3A and 10/4). All these models have mid-section fairings (separate from the rear mudguard) with built-in tool and battery boxes, and full-width hubs though of more modest lines than on the Model 50 Sports. Appearance is further enhanced by shaping the lower parts of the front fork stanchions to follow the curvature of the mudguard.

Power unit for the two-fifties is the Mark 2T twin and for the smaller models the Mark 8E or 9E. Stand 41

Royal Enfield

BIG news from Redditch is that comprehensive weather protection—the attractively styled, dolphin-type fairing known as Airflow—is available for all but one of the machines in the lengthy Royal Enfield list for 1959; the exception, of course, is the 346 c.c. Works Replica trials mount. Further, several exciting roadsters are on show for the first time, with particular emphasis on the new Sports Crusader two-fifty.

In the smallest of the Royal Enfield capacity classes the 148 c.c. Ensign III two-stroke is joined by a luxury mount named Prince. Though the newcomer's engine is the same size, it has a higher power output obtained by utilizing circular crank discs instead of the more usual bob-weights and so raising crankcase compression. The Prince frame, too, is new and incorporates a pivoted rear fork controlled by telescopic spring units embodying hydraulic damping. A crankshaft-mounted clutch is featured and a bonded-rubber shock absorber is incorporated in the gear-box primary sprocket to ensure silky transmission.

Comprising the two-fifty group are three roadsters alike in general conception, each powered by a neat engine-gear unit in which the timing gear and primary drive are both on the left. Utility member of the group is the 248 c.c. Clipper with a cast-iron cylinder and head. A light-alloy head is now fitted to the Crusader, a machine with a more lavish specification which includes polished engine side-cover castings and enclosure of the rear chain.

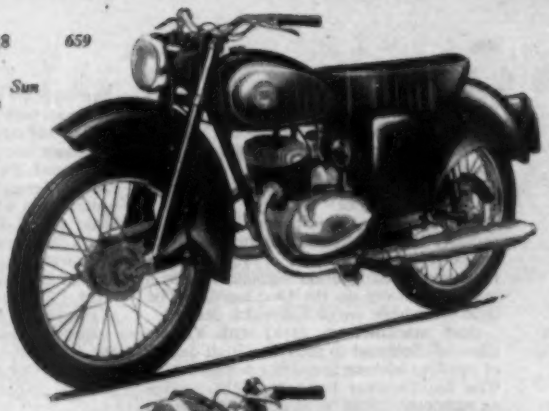
Detail showing the lower mounting for the Royal Enfield Airflow fairing

Formidable newcomer, the Crusader Sports is claimed to have an 80 m.p.h. maximum—and it looks the part with chromium-plated mudguards, dropped handlebar and massive, plated fuel tank. The increased power comes from the use of sports cams giving quicker lift and greater overlap, a larger inlet valve and a compression ratio of 8.5 to 1. The flywheels are lightened to improve acceleration. The front fork is as specified for the Meteor Minor twin and has two-way hydraulic damping.

Clipper and Bullet, the two three-fifty roadsters, use identical frames, but whereas the iron-head Clipper is carried forward without significant change the 346 c.c. Bullet is virtually redesigned. A purposeful sports mount, it emerges with 17in-diameter wheels and a bulbous, 3¼-gallon fuel tank as used on the Crusader Sports. Nor is its transformation confined to outward appearance, for there are higher-lift cams, a larger-bore carburettor and a higher compression ratio. A crankshaft-mounted A.C. generator supplies lighting current only; ignition is by a rotating-magnet Lucas SR1 magneto. A new and longer silencer is fitted.

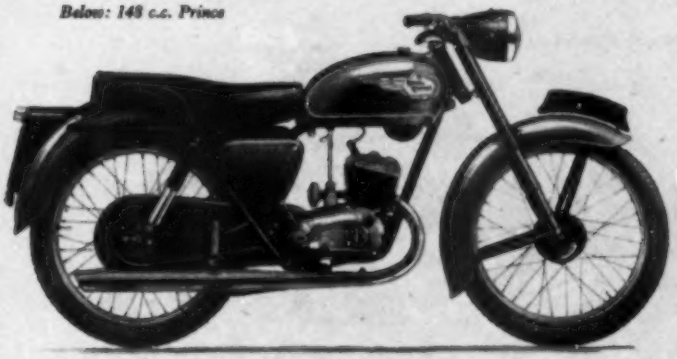
Biggest of the Redditch-built singles,

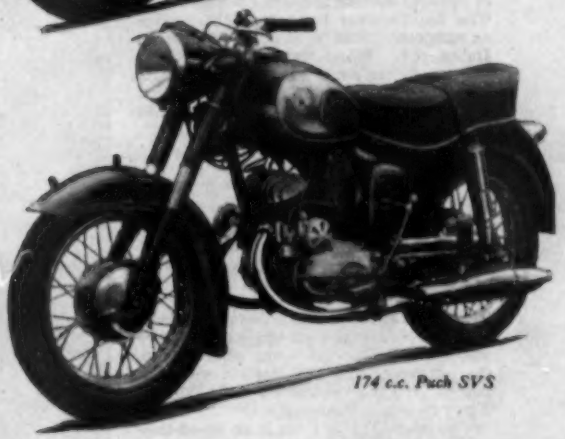
Above: 346 c.c. Works Replica trials model



Right: 249 c.c. Sun Overlander Twin

Below: 148 c.c. Prince





174 c.c. Puch SVS

the 499 c.c. Bullet is also extensively modified and has a completely new design of light-alloy cylinder head. The rocker boxes are integral with the head casting and the rockers are bushed to operate on fixed spindles. Cylinder head and barrel are clamped to the crankcase by six long studs which engage with Helicoil threaded inserts. Again, there are more-sporting cam profiles and a larger inlet valve.

Of somewhat different character, the two remaining five-hundreds are standard and de luxe versions of the Meteor Minor parallel twin. The short-stroke 496 c.c. power unit is housed in a strengthened adaptation of the Crusader two-fifty frame.

Based on the standard 692 c.c. Super Meteor twin (which, when not fitted with the Airflow fairing, now has a siamesed exhaust system), the Constellation sports model is a sizzling roadburner with a power output reputed to be no less than 50 b.h.p. Stand 47

Prior

A FIRST-TIME visitor to Earls Court, the K175 Prior is known in its native Germany as the Hercules; it is a handsomely proportioned mount of decidedly continental aspect. The neat 173 c.c. Sachs two-stroke engine, built in unit with a four-speed gear box, is housed in a frame of conventional tubular-loop design, the mid-section of which is shrouded by shapely steel pressings.

The rims of the 16in-diameter wheels are of light alloy and they carry 3.25in-section tyres of British make. Equipment includes a rear chaincase, a quickly detachable rear wheel and a barrel-type steering-head lock. Stand 90

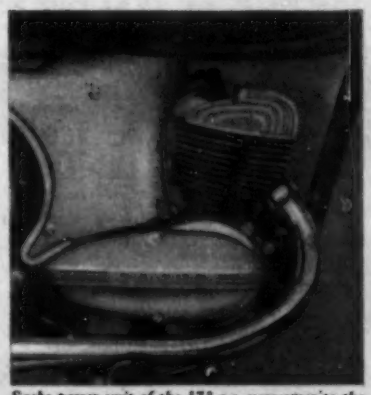
Puch

CURVACEOUS, symmetrical lines in true continental style distinguish the Austrian Puch models displayed—the 250SGS and 175SVS. Manufactured by one of the oldest firms in the motor-cycle sphere, each machine is powered by a split-single two-stroke engine in unit with a four-speed gear box.

Mechanical lubrication (as distinct from petroil) is employed on the SGS while the orthodox petroil system operates on the SVS. Among the features most admired are the shapely steel pressings forming the frame. In each case the rear chain is enclosed in pressings which are ideally styled to match the lines of the machine. Intake silencers are fitted to the carburettors. Stand 90

Sun

MOST striking feature of the two-model Sun range is the attention given to mudguarding effectiveness. Both the Villiers-powered 197 c.c. Wasp and 249 c.c. Overlander twin two-strokes feature deeply valanced mudguards front and rear. More than that, the frame-enshrouding mid-section pressing, which incorporates twin tool boxes and conceals the battery and horn, extends rearward to form a protective shield for the pillion passenger's legs.



Sachs power unit of the 173 c.c. newcomer to the Prior range

The new one-piece pressing encloses also the upper attachment points for the rear suspension units. Securing the shroud to the frame are bolts at two points beneath the dual-seat and the pillion footrest mounting bolts. Beneath the shield a normal mudguard, cut off short at the rear, is attached to the frame.

A tubular frame of brazed-lug construction is utilized for both models. The front fork is of Armstrong leading-link pattern in which the spring-and-hydraulic-damper units are concealed within the stanchions. Rear springing is by hydraulically controlled pivoted fork.

At 2½ gallons' capacity the fuel tank is sensibly large. Specially designed by the Latex Cushion people, a foam-rubber twin-seat is fitted. Brake diameter has been increased to 6in on the Overlander. The light-alloy hubs are of full-width design.

Both machines are fitted with Villiers silencers designed to provide a high degree of muffling without impairing performance. The 6in-diameter headlamp incorporates an ammeter. Both models are finished in Italian red. Wheel rims, exhaust system and handlebar are chromium plated. At extra charge the tanks can be supplied with plated side panels. Stand 38

Triumph

A MAJOR sensation of the 1937 Show was the original Speed Twin Triumph, the machine which launched the cult of the parallel-twin four-stroke. This year the Speed Twin comes of age and it is fitting that Triumphs should introduce what is, in effect, the first completely new version. That the design should have endured for 21 years—even allowing for the intervention of the war—is a tribute indeed to the soundness of Edward Turner's original concept.

The latest Speed Twin is an up-to-the-minute machine powered by an over-square (69 × 65.5mm) 490 c.c. engine in unit with a four-speed gear box. A one-piece crankshaft with bolted-on flywheel is a feature. The connecting rods are of light alloy with white-metal big-end bearing shells. The cylinder head is in light alloy and the overhead valves are pushrod operated from twin camshafts. Primary drive is by duplex chain and the rotor of the A.C. generator is mounted on the end of the crankshaft, outboard of the engine sprocket.

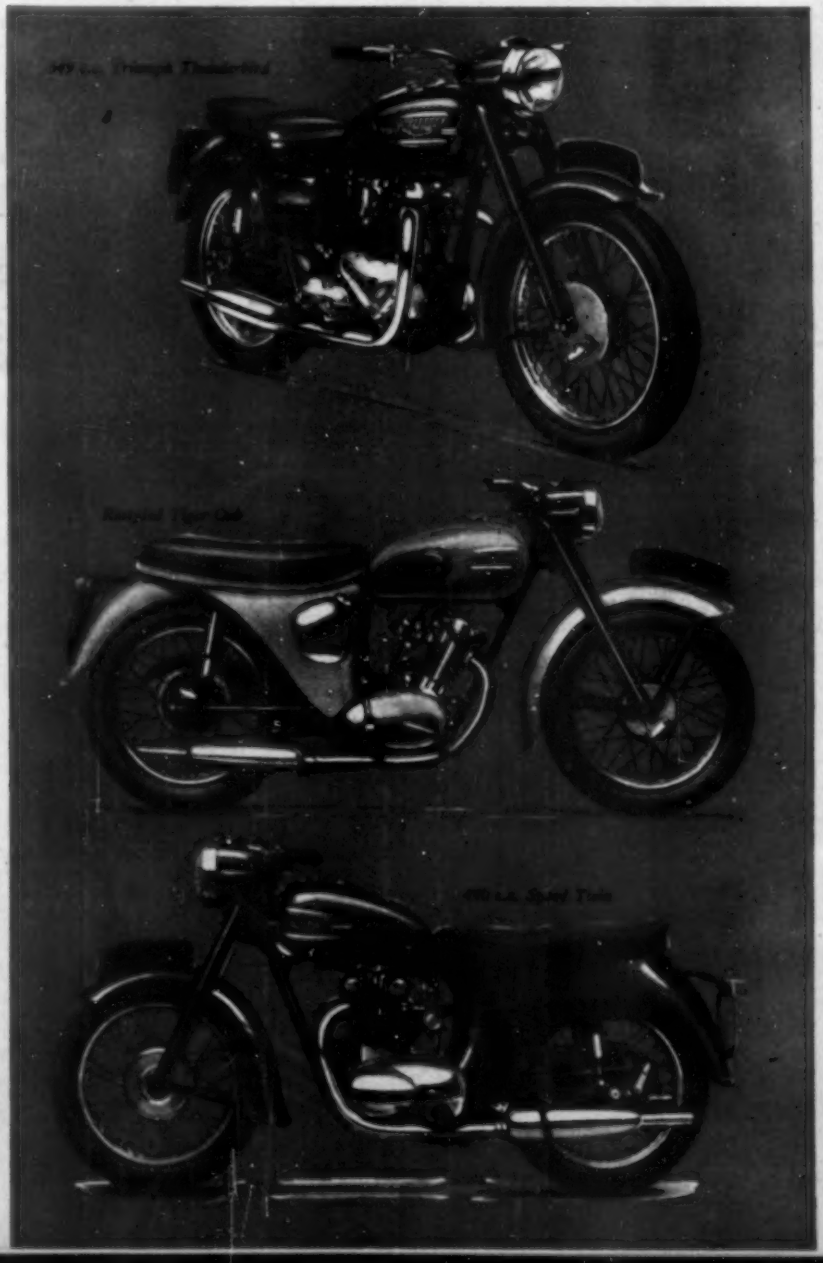
Crankshaft assembly of the Triumph Speed Twin and Twenty-One models

Shapely pressed-steel panels enclose the middle and rear sections of the frame and form an efficient rear mudguard. Revealed by raising the seat are the tool kit, oil-tank filler and electrical ancillaries. The front mudguard is as well styled and effective as the rear enclosure. Wheel and brake diameters are respectively 17in and 7in and the front hub is of full-width pattern.

The 348 c.c. Twenty-One, introduced in February last year, is the basis from which the Speed Twin was evolved. In fact, its main differences are confined to the power unit: it has a bore of 58.25mm—with the same stroke as the larger-capacity unit—and steel connecting rods. The gear ratios, of course, are lower, the finish is shell blue instead of amaranth red and the rear tyre is of 3.25in section as against the 3.50in of the Speed Twin.

In the B range, as the remaining twins are designated, are the 498 c.c. Tiger 100 and four 649 c.c. models. The Tiger 100 has the earlier 63 × 80mm 498 c.c. engine with light-alloy head casting and cylinder block and a separate gear box. A modification from last year is the introduction of a one-piece crankshaft on similar lines to that of the Speed Twin and Twenty-One.

All the six-fifties have the same basic 71 × 82mm engine, now with a one-piece crankshaft. The ever-popular Thunderbird, the touring version, has iron head and barrel castings, and an Amal Monobloc carburettor replaces the S.U. instrument previously used. On the tuned Tiger 110 and semi-competitions Trophy the head is of light alloy and carries a single Monobloc; two such carburettors, together with sports camshafts, are featured on the Bonneville 120 designed for the American



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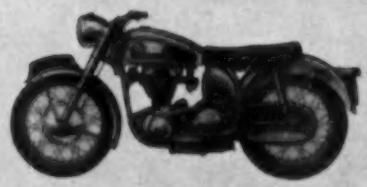

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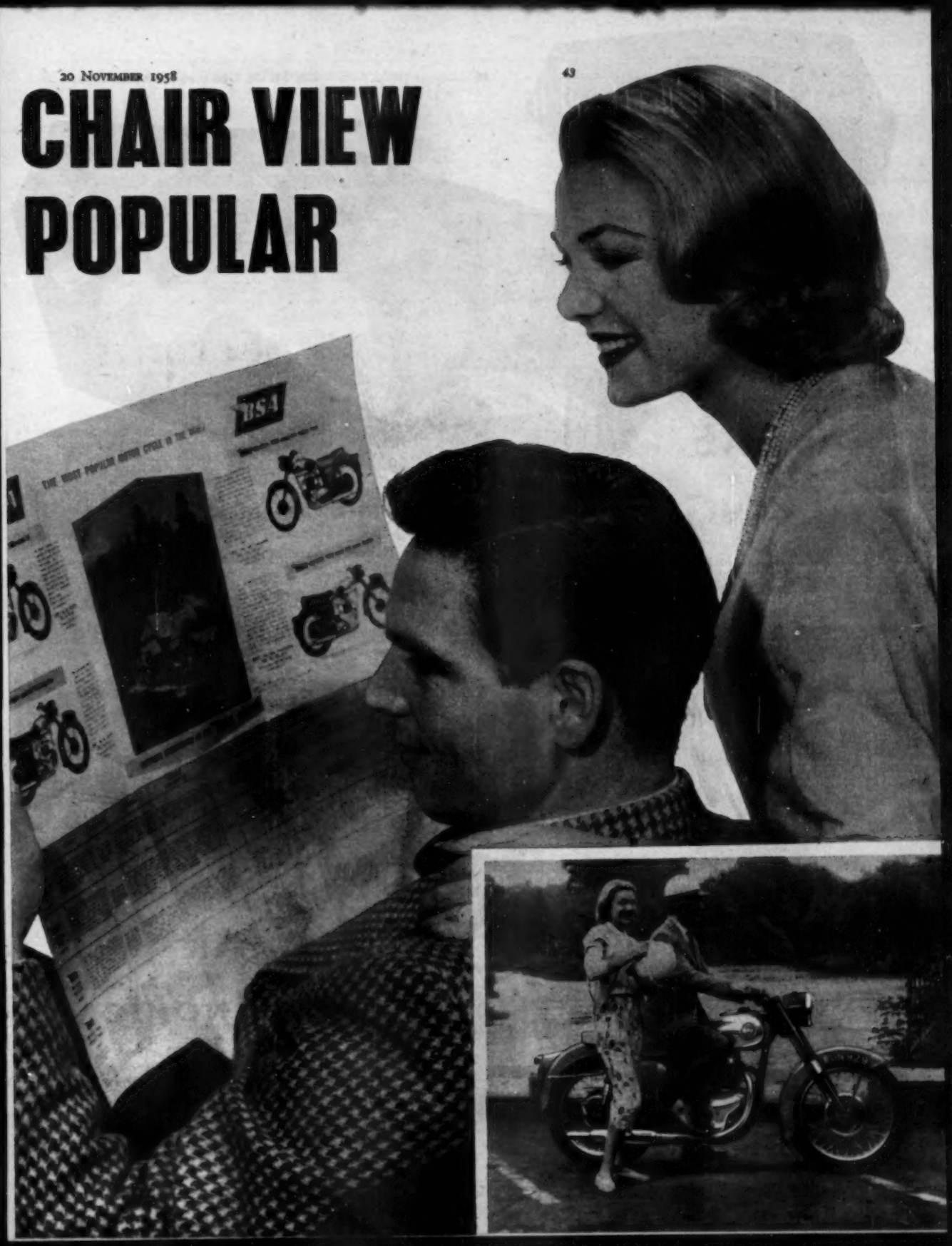

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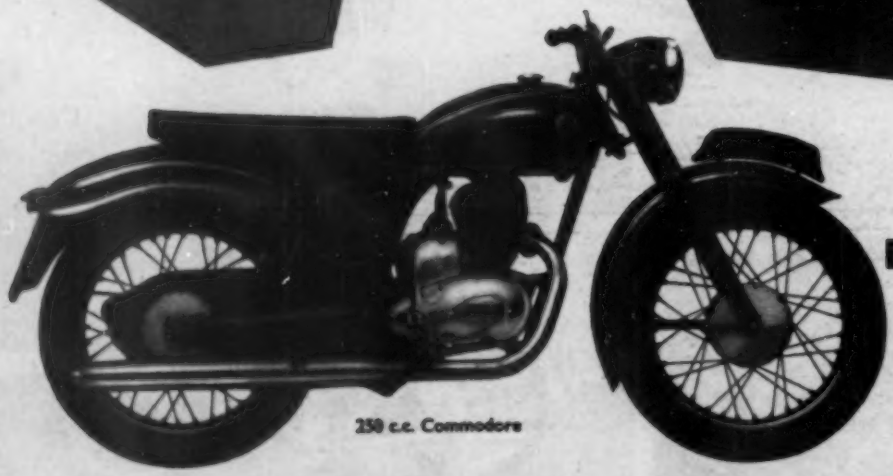

250 c.c. Commodore

THE ECONOMICAL MOTORCYCLE

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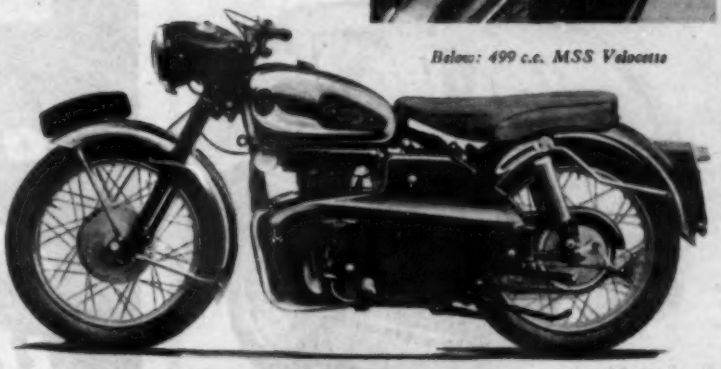
Left: 192 c.c. water-cooled LE Velocette

Right: Instrument panel and windscreen on the faired Valiant

Below: 499 c.c. MSS Velocette



market. The first three of the six-fifties are fitted with the ingenious Slickshift mechanism which permits gear changing without use of the handlebar clutch lever.

Last but not least are the two Tiger Cubs, which are powered by a lively 199 c.c. single-cylinder engine. The barrel finning is deeper than before and a Zenith carburettor is fitted. The competition version is otherwise unchanged but the roadster now features enclosure of the mid-section and a deeper tank. Stand 48

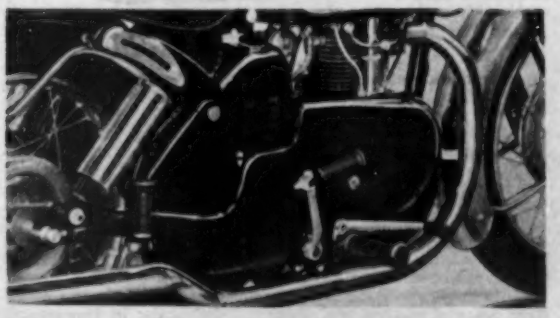
Velocette

FINE engineering has always been a predominant Velocette trait—and so has a delightful blend of high performance and cultured manners. For 1959 the new theme is weathershielding and a tidying of appearance by partial enclosure. Save for these innovations and the use of a lighter, triangulated rear sub-frame on the 349 and 499 c.c. Scramblers, specifications are unaltered.

The weathershielding, consisting of a glass-reinforced plastic, dolphin-type fairing with integral instrument panel and a Perspex windscreen, is seen on the new 192 c.c. overhead-valve Valiant Veeline, which is otherwise identical with the standard Valiant. The engine is a transverse flat twin with bolted-on four-speed gear box; final drive is by a shaft enclosed within one arm of the die-cast, light-alloy, pivoted rear fork. As on all other models in the range, front suspension is by telescopic fork.

Of similar engine size, the whispering, water-cooled, side-valve LE has always had legshields, footboards and very comprehensive mudguarding inherent in its basic layout as an all-weather mount. It has a cylinder disposition and transmission system similar to those of the Valiants and is available only in the Mark III form introduced last January, which means starting and gear changing are by pedals and not hand levers. A unique rear springing adjustment for load employs a slotted mounting for the upper ends of the suspension units.

The same principle is also used on the 349 c.c. MAC and Viper models and the 499 c.c. MSS, Venom and Endurance; the last model is virtually a road-going scrambler for overseas markets. The MAC and MSS are refined roadsters and the Viper and Venom their sporting counterparts for which special equipment is available to make them suitable for clubman racing. All these models have single-cylinder overhead-valve engines with aluminium-alloy cylinder heads, fine-pitch helical timing gears and high camshafts (permitting the use of short push-rods). The sports variants also feature linered light-alloy cylinder barrels, full-width light-alloy hubs and chromium-plated petrol tanks.



Close-up of the engine shields fitted to the Velocette Venom

It is the MSS, Venom and Viper which feature partial enclosure by quickly detachable, plastic side panels. The panels meet in front of the crankcase beneath a chromium-plated strip and conceal the engine from cylinder base downward and also the gear box. The left-hand panel has an upward extension at the rear to cover the battery.

Tuned versions of the Venom and Viper engines are used in the Scramblers which have racing carburettors, two-way damping in the front fork and Dunlop Sports tyres. Stand 43

Victoria

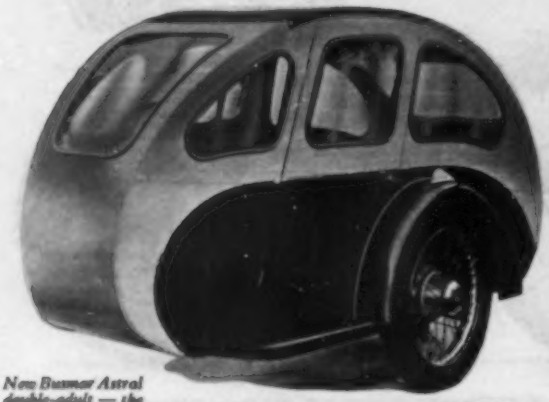
AN electric gear box with push-button control is but one of the unusual features of the German-built 197 c.c. Victoria Swing. The two-stroke engine-gear unit pivots together with the cast-aluminium chaincase serving as one arm of the fork carrying the rear wheel. The wheels are of 16in diameter and both incorporate 7in-diameter brakes. Front-wheel suspension is by a leading-link fork which is oil damped. Stand 88

D

Busmar

OF particular interest in the Busmar display are the new chassis, introduced after extensive development at the M.I.R.A. test track and on the Continent, and the enlarged version of the streamlined Astral double-adult saloon, the Mark 2, to be supplied only with the new chassis. The newcomer is additional to the other six models in the range comprising the standard Astral double-adult, the Astralette single-seater, the Devon family model, the Lancastria occasional two-adult and York double-adult models and the Lincoln single-seater. All are saloons and, with the exception of the new Astral Mark 2, are available with the Standard or the new Springer chassis.

Constructed of 1½in × 10-gauge steel tube, the new chassis is of D-shape and the straight rail, which goes next to the machine, is adjustable laterally. The curved part is in two sections clamped by the mounting of the Gregoire suspension unit. An axle rail completes the assembly. Clamps at the intersections



New Busmar Astral double-adult — the Mark 2

are brazed and bolted. Angle brackets are welded to the chassis tubes at four points to take the body mountings.

Wider by 2½in than the standard model, the Astral Mark 2 can accommodate two children side by side on the rear seat. The body is aluminium panelled on an ash frame. It has a full-height, raked door and Perspex windows, one of which incorporates an opening panel. Upholstery and interior trim are in Vynide. The floor is carpeted. There is a roll-up sunshine roof. Luggage space at the rear is closed by a dropdown lid. Of similar noseless layout, the standard Astral double-adult model and the Astralette single-seater also feature a raked, full-height door, a roll-up roof and a rear boot with external lid.

More orthodox in design, the remaining models in the range have noses of conventional shape. Very similar in appearance, the York and Lancastria saloons have full-height doors and windscreens of toughened safety glass. In each case the forward right-hand window can be opened to provide ventilation when the roll-back roof is closed. For luggage carrying there is a roof rack and a rear boot. The Devon family model is less luxuriously appointed than the Lancastria, but items such as the luggage rack and opening side window can be supplied as extras. An exceptionally large boot capable of accommodating suitcases is a feature of the single-seater Lincoln. Stand 60

Canterbury

THE Canterbury stand is a big one, as befits the size of the concern, but since it carries no fewer than 15 sidecars there are not many wide open spaces. Each of the three new bodies available on the also new GMC/10A chassis is a striking example of its kind; they comprise the open Snipe and two saloons—the double-adult Javelin and child-adult Continental. Though a single-seater, the Snipe is very commodious, with ample width and length for the largest passenger; the boot capacity is equally impressive. Like all Canterbury bodies

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A buyers' guide to all the sidecars on the British market, giving prices, dimensions, weights and details of extras, appears on pages 678 and 679

it is of stressed-ply construction and in side view resembles the two-seater Sportsmobile, a sensation of the 1956 Show. However, it differs in having an external mudguard, tail fins and a wrap-round plastic windscreen.

Javelin and Continental follow a similar pattern in respect of the short nose, well-curved roof line, small boot and 28in-wide door. However, the Javelin is longer by 3½in and has three windows on each side, whereas the Continental has two. The mudguard is bolted directly to the side of the body in each case and, as on the other saloons in the range, satin-finish p.v.c. fabric is used for the roll-up roof panels. Inside width of the bodies is 26in. A variety of two-tone interior and exterior colour schemes is available as standard.

The 10A sprung-wheel chassis has a family resemblance to the familiar 7A, but features a smaller tubular loop for the wheel suspension and mudguard attachment. In contrast to the rubber-buffer body mounting of the earlier chassis, bodies are bolted directly to the 10A chassis, a factor which contributes to the low build. On the unorthodox cranked-tube GMC/9A sprung-wheel chassis there is a choice of five familiar bodies: the Sportsmobile mentioned earlier, Carmobile three-seat saloon, Eagle double-adult saloon, Venom occasional double-adult saloon and Hawk single-seat saloon. The 9A chassis design was inspired by the generally similar but lighter and unsprung 8A chassis on which is mounted the neat little Demon, a single-seat saloon with hinged canopy.

Apart from the functional competition model—sold only as a chassis/body unit—there are five further bodies, all saloons. Each can be supplied on the sprung-wheel GMC/7A or on the unsprung 3A or 6A, according to size. These bodies are the Conqueror double-adult, Victor child-adult, Avenger occasional double-adult, Challenger single-seater and the low-price Valiant child-adult which has a hinged canopy.

Much interest is being taken in the new joint which has a spherical seat and which replaces the orthodox ball joint employed as a general rule for sidecar attachment. The new joint is said to be cheaper, lighter and stronger than a ball joint and is of Canterbury design. Stand 29

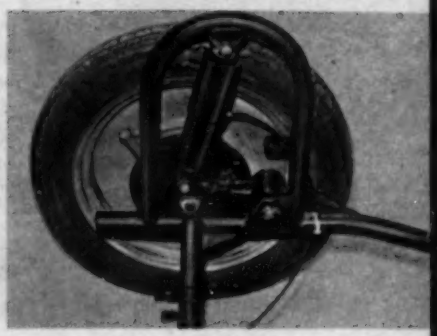
Garrard

WHICH is the easiest way of entering a sidecar? Side-stepping through a door in the side or walking in boldly through the front? Preconceived notions are being revised on the Garrard stand by inspection of the spanking new Silver Cloud double-adult model, the whole of the nose and curvaceous windscreen of which hinge to the left as a door, opening up the entire front and allowing passengers to enter with minimum effort. And that is not all. Chassisless construction is featured throughout the range of six models. The bodies have welded steel frames which support the wheel mounting on one side and tubular connections to the machine on the other.

The range comprises, in addition to the Silver Cloud, the super-sports Grand Prix introduced two years ago, standard and drophead versions of the famous S90 occasional child-adult model, a competition sidecar and a commercial box. In each case wheel suspension is by means of a trailing pivoted fork controlled by an Armstrong telescopic unit embodying hydraulic damping.

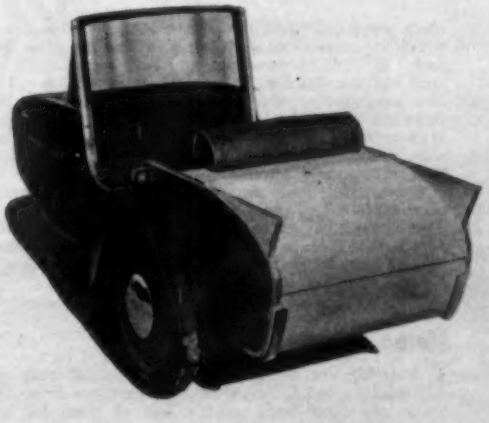
Construction of the Silver Cloud body framework is in three sections. That in the middle is of 1½×½in strip steel and the

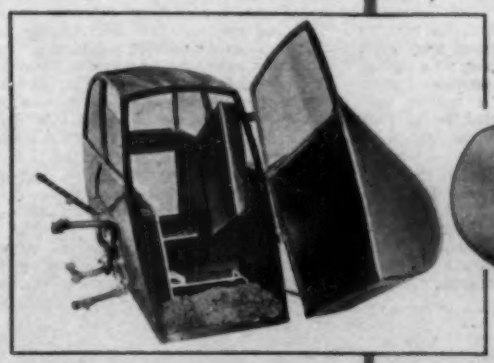
Above: Canterbury six-light Javelin double-adult model

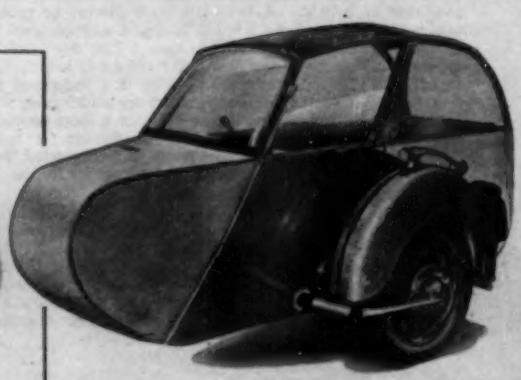


Right: Wheel-suspension detail of the GMC/10A chassis with narrow vertical tubular loop

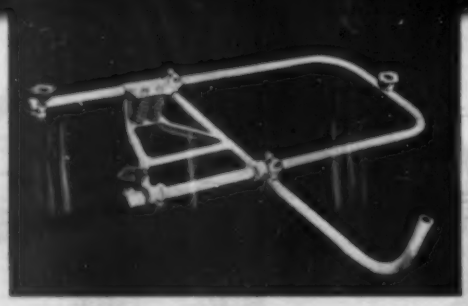
Below: The new single-seat Snipe features a wrap-round windscreen, commodious boot and jet-age fins



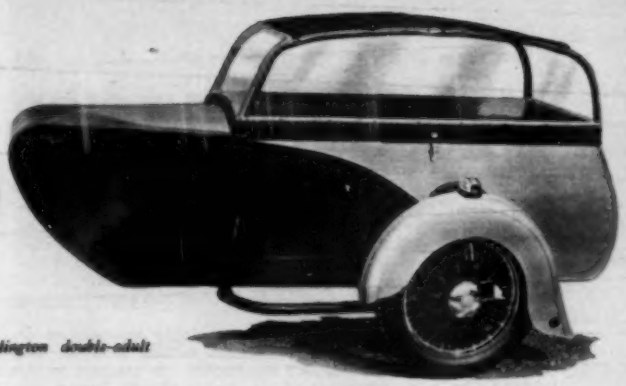




On the right are two pictures showing the Garrard double-adult Silver Cloud. The nose and windscreen are hinged to act as a door; the squab of the front seat hinges to the left and the cushion to the right to provide access to the rear seat

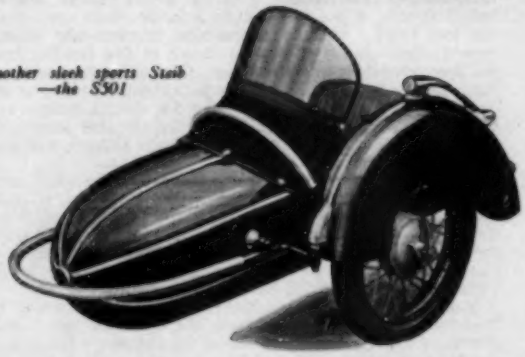


Surrey lightweight chassis—the Gossamer—with A-shape malleable casting for wheel suspension



Surrey Beddington double-adult

Light German sports model —the Steib S250



Another sleek sports Steib —the S501

main weight-carrying component is a 1¼in-diameter cross tube which accommodates at its left-hand end the pivot for the wheel fork. Frames of the front and rear sections are of 20-gauge steel and the panelling is in 22-gauge light alloy. To enable the rear passenger to walk straight in, the front seat hinges up to the right and its backrest to the left. The machine-attachment arms connect to a flat steel framework bolted externally to the side of the body. The method was introduced for the Grand Prix and is now common throughout the range.

A point for sportsmen who are really meticulous about the good handling of their outfits is that the latest Grand Prix is 2½in lower than its forbears and, even more important, is set 3½in farther back in relation to its wheel. And a feature common to all the models is that the toe-in of the wheel is adjustable by a pair of normal chain adjusters. Stand 61

Steib

FAMOUS for many years for its quality-built super-sports sidecars, the German Steib concern needs no introduction. Six single-seater open models, one of them for scooters, are available in Britain. A favourite with drivers of sports sidecar outfits is the low-slung S501. It has a welded steel body and the nose is octagonal in cross-section. The seat is of hammock type and elbow rests are provided. There is a lockable boot at the rear. The main chassis member is a length of steel tube bent to hairpin form and bridged by an underslung axle rail at the rear; a further bridge in the form of a loop provides a grab rail for the passenger when the windscreen is not in use. The body is pivoted near the front and supported at the rear on telescopic spring units incorporating hydraulic damping. The leading-arm wheel suspension utilizes rubber in torsion.

Generally similar to the S501 is the S350. Like all the sidecars in the range it has a quickly detachable wheel. Designed for use with machines of from 250 to 650 c.c., the S250 has a sleek body comprising two steel pressings edge-welded together.

Luxurious in specification, the TR500 is a touring model designed for harnessing to machines of from 500 c.c. upward. Like the other models it has a lockable luggage compartment at the rear. Completing the range are two attractive lightweight sidecars. One, the LS200, is suitable for attachment to motor cycles of up to 250 c.c. and its general construction follows a pattern similar to that of the S250. The other lightweight, RS1, is designed for scooter attachment. It, too, features wheel suspension by a pivoted arm controlled by rubber.

A hydraulic brake, available as an extra except on the RS1, is housed in a full-width light-alloy hub. Stand 80

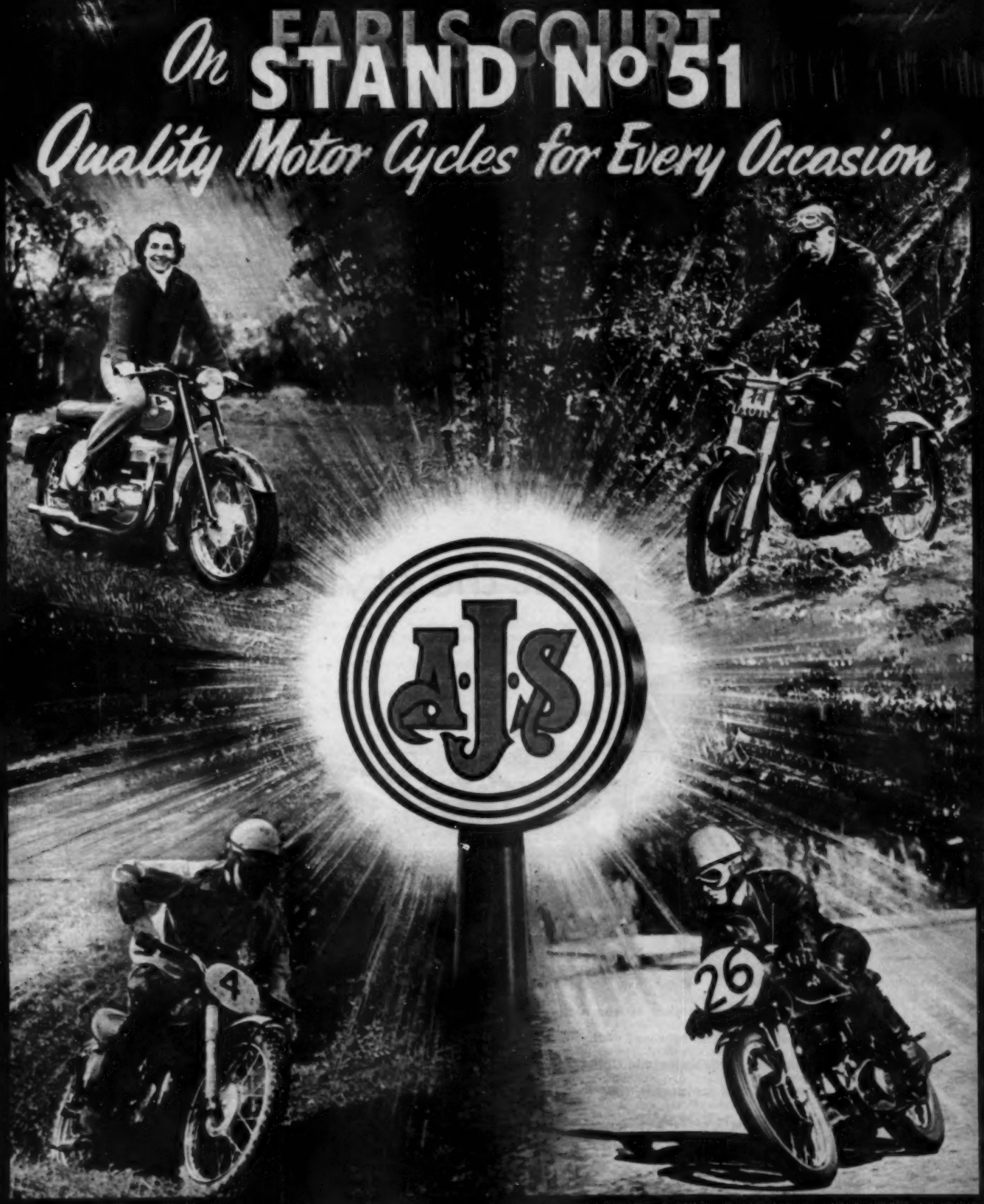
Surrey

AN interesting development in sidecar bodybuilding is illustrated in the Surrey range, which offers four saloons of different carrying capacity, each with a side-hinged canopy and half-height door. Gone is the plywood-frame canopy of previous years, to be replaced by a light but strong structure employing T-section framing of extruded light alloy. In consequence the lines of the bodywork are much enhanced and there is the further advantage of vastly greater window area.

Three versions of the Rambler single-seat saloon are available, the smallest of which is the Rambler Minor on the lightweight Gossamer chassis, for attachment to scooters and under-250 c.c. motor cycles. For larger-capacity mounts the Rambler and Rambler Major are mounted respectively on the unsprung SC1 and sprung-wheel SC5 chassis. Also on the SC5 chassis is the smart Coulsdon child-adult saloon, while the largest Surrey sidecar, the impressive Beddington double-adult model, employs the SC6 chassis. For all bodies there is a choice of single-colour or two-tone finishes to suit most machines.

New for 1959, the SC5 and SC6 chassis designs are of simple rectangular form and are identical except that the SC6 is longer and wider. Basically, the rectangle is formed from two lengths of tubing, each bent through 90 degrees and with the tube ends joined by malleable-iron clamps. A 16in wheel (with 3.25in section tyre) is carried on a malleable-iron trailing arm pivoted in cup-and-cone adjustable bearings supported in a further malleable casting on the chassis outer rail.

Wheel movement is controlled by an Armstrong oil-damped spring unit interposed between the wheel arm and a tubular



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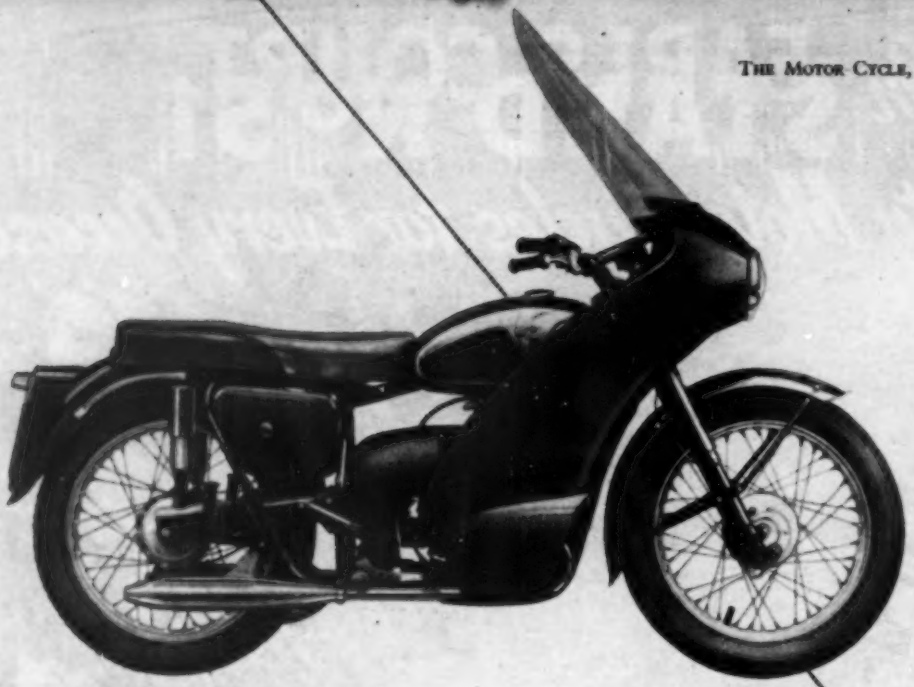
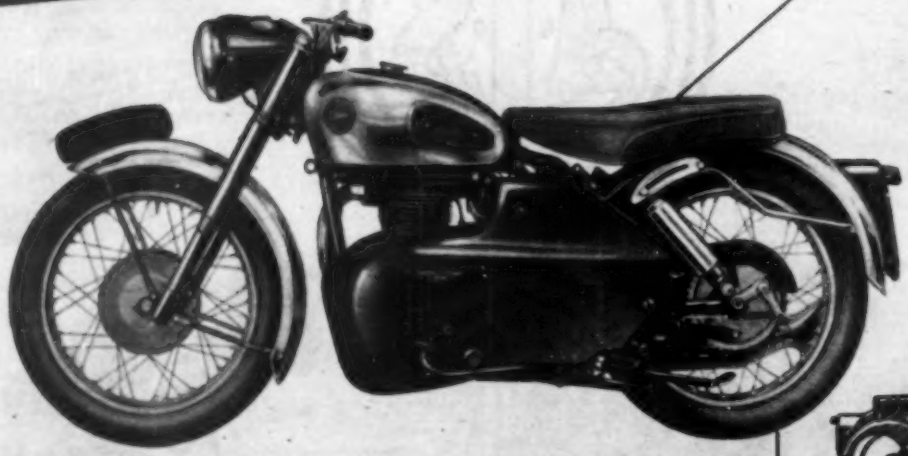


VALIANT

New version of this popular lightweight —the VALIANT Vee-Line—has a streamline fibre-glass fairing for added weather-protection and extra performance. Finished in black or willow green, the Vee-Line heads the Velocette 1959 fashion parade.

Velocette set the style for '59



VENOM

The powerful 499 c.c. Venom now has a sleek fibre-glass bottom-half enclosure, making for style, ease of cleaning and enhanced top end performance.

Like the Venom, other models in the Velocette range—Viper and MSS—have fibre-glass fairings, at no extra cost. The standard Valiant model (without fairing) is still available in addition to the new Vee-line. Call at your dealers or write to us for details.

Most gentlemanly motorcycle ever made, the SILENT L.E. now has kick start, foot change and a four-speed gearbox.

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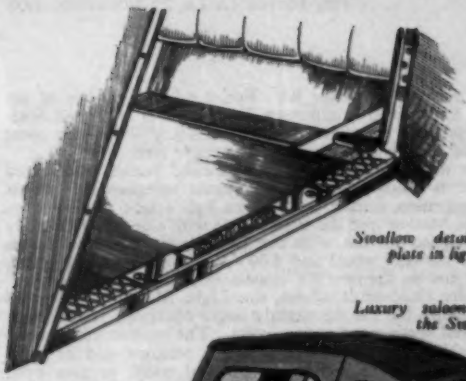
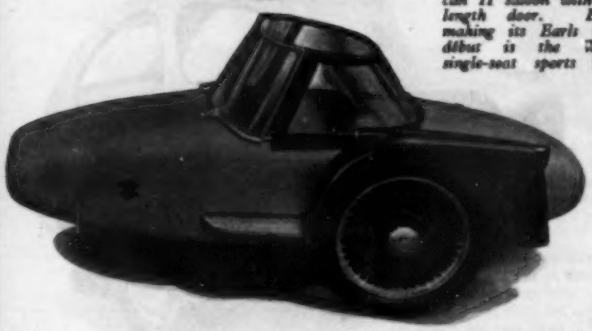


Swallow detail—a tread plate in light alloy

Luxury saloon for one—the Swallow Tudor

Above: Modified for 1959—the Swallow Vulcan II saloon with full-length door. Below, making its Earls Court début is the Wessex single-seat sports model



strut curving upward from the arm-pivot bracket. At the rear, the flared, deeply valanced mudguard is carried on an extension of the chassis rear transverse rail.

Continued in modified form, the Gossamer lightweight chassis comprises a hairpin-shape tube, open at the rear, across which a transverse member is attached by malleable-iron clamps. Wheel diameter is 8in (with a 4in-section tyre) and the wheel spindle is held at the apex of a cast A-frame member positioned below the level of the chassis loop and pivoted from its right-hand rail. Wheel movement is controlled by two coil springs mounted between the A-frame and the underside of a plate clamped to the chassis left-hand rail. Stand 74

Swallow

BEARING a name long revered by sidecar drivers, Swallows include six passenger bodies in their programme and the range is completed by two orthodox box carriers. Smallest of the passenger styles are two models, the Swift open tourer and Sprite single-seat saloon, designed for attachment to scooters or lightweight motor cycles and available on the unusual sprung-wheel S/W chassis. The same chassis is also used for the scooter box carrier. At the other end of the dimensional scale is the impressive double-adult Vulcan saloon. Remaining models are the Tudor single-seat and Comet child-adult saloons, the streamlined Jet 80 and the standard commercial box.

New features include safety-glass windscreens set in draught-proof mouldings on the three fixed-head saloons—Tudor, Comet and Vulcan—and styling changes in the all-plastic bodywork of the Jet 80. An adaptable small-wheel chassis designated Velvet Mark 2 is listed as an alternative to the older Velvet Mark 1 and Pathfinder designs. As before, the Silk chassis (basically a single loop which surrounds the sides and front of the sidecar body) is available only for the Jet 80 model.

Originally for export only, the little Swift scooter model, like all other bodies except the Jet 80, is panelled in rustproofed steel on a hardwood frame and is now fitted with a framed windscreen in plastic sheet. A tonneau cover is standard equipment and a fabric hood can be supplied to order. Similar in outline, the Sprite is a saloon counterpart of the Swift and it features a side-hinged canopy. Both models have a half-height door.

The three larger saloons each have a full-height door and the roll-up roof is fitted with spring-steel strips sewn into the material to give a trim, non-sag appearance. A sliding ventilator is incorporated in the right-hand forward window. When mounted on the Velvet Mark 1 or Pathfinder chassis, each of which has a 19-in diameter wheel, the body has the mudguard attached to it in traditional Swallow style. For the new Mark 2 chassis, however, there is a shapely guard in moulded plastic which is attached to the chassis side rail and may be raised, after removing one of the attachment bolts, for attention to the wheel.

Most obvious change in the glass-fibre Jet 80 is the adoption of recessed side panels. Stand 44

Watsonian

NEWEST product of Britain's oldest sidecar factory, a sleeky contoured double-adult saloon constructed entirely of glass-fibre plastic heads the Watsonian range. Oxford is its name, a comfortable luxury model of which the body is extended outward to form an integral mudguard. And to carry the new saloon there is a most interesting small-wheel chassis, the SV, designed to simplify the task of aligning sidecar and machine. Knuckle-action springing carried below the level of the chassis rail and a braked wheel are two of the standard features of the SV, which is also available (fitted with a moulded-plastic mudguard) to carry certain other bodies in the range.

All-plastic construction is also used for the smart little Bambini scooter sidecar and for its commercial counterpart, the Bambox. As before, the chassisless Monaco sports single-seater allies glass-fibre nose and tail mouldings with a steel-panelled middle section. A recent development is extension of part-plastic bodywork construction to the de luxe versions of the Ascot single-seat saloon and Monarch coupé. In the Ascot, still available in standard form with a steel-panelled fixed head, the modification consists of a plastic hardtop continued downward at the rear to form the body rear panel and incor-

porate a drop-down locker lid. For the latest version of the Monarch a moulded windscreen framework is extended rearward at each side to embrace side windows while a back panel is provided further to protect the passenger from draughts.

For the more conventional steel-panelled bodies, spelterized sheet steel is employed, giving increased safeguarding against rust. Companion models are the two lightweight single-seaters —the open Marlow and the Eton saloon with side-hinged canopy —each designed for use with the LG chassis, a simple design fitted with car-type wheel and 4.00×10in tyre; a braked wheel, similar to that on the new SV chassis, can now be supplied.

A popular child-adult saloon, the Light Maxstoke continues without change, but for the slightly larger Maxstoke saloon there are improved seating and easier access. The unique sliding door of the double-adult Cambridge model is retained and its body has been increased in length, height and width to give even greater carrying capacity. The seats now extend to the full internal width of the body and access is easier on account of a tip-forward front seat.

Like the larger Monarch single-seater, the Avon open sports model has a hinged scuttle for ease of entry, a detachable hood, and a chromium-plated bumper bar at the rear. Both bodies, too, feature roomy luggage compartments, the lids of which have luggage grids. Stand 44

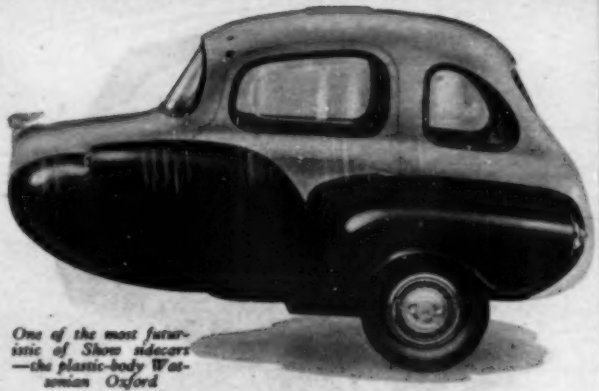
Wessex

THE old saying that good things come in small packages might well be applied to the Wessex range. For though it comprises at present only a single-seater and a child-adult model (a double-adult body is planned for next spring), both have up-to-date chassisless design, sleek lines and high quality. Made of sheet steel, the mid-section of each body is stress bearing and incorporates two transverse frames, one at the front of the passenger cockpit, the other at the rear of it. To the right-hand side of these frames are attached the four lugs for the machine-connection tubes. Five tubes are used, two being attached to the lower rear lug and arranged to give a triangulated connection. All tubes are short, straight and adjustable for length by screwed fork ends.

The left-hand side of the rear transverse frame supports two vertical guides on which slides a light-alloy bracket carrying wheel, which runs on taper-roller bearings. A telescopic suspension unit employing a coil spring and hydraulic damping controls wheel movement. Bolted to the mid-section are glass-reinforced plastic nose and tail mouldings of good aerodynamic shape. A third moulding, streamlined and with built-in lights, forms the mudguard, in front of which is a polished light-alloy step for ease of entry and exit.

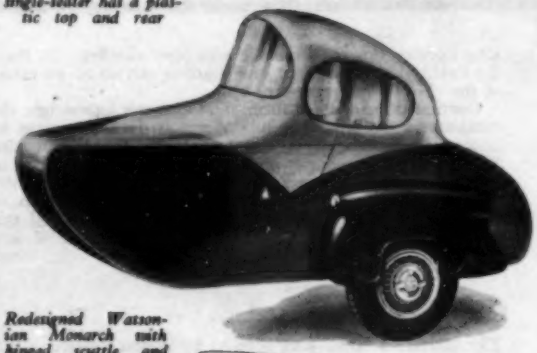
Passenger comfort is further enhanced by two armrests and an adjustable footrest. Moreover, quickly detachable side extensions can be fitted to the forward-hinging, curved screen; they meet behind the passenger's head and almost eliminate draughts without limiting vision. A separate hood is provided. The tail moulding is used as a luggage compartment on the single-seater; access to the interior is gained by hinging the seat squab forward. On the other model the top of the tail moulding is cut away for the child's cockpit.

Approximate weights are 115 lb for the single-seater and 130 lb for the child-adult model. Optional extras include a brake, external luggage carriers and a bumper. Stand 86

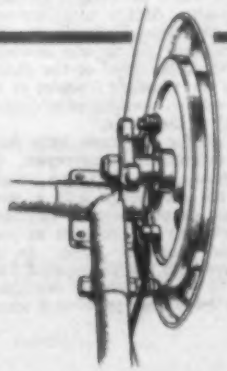


One of the most futuristic of Show sidecars —the plastic-body Watsonian Oxford

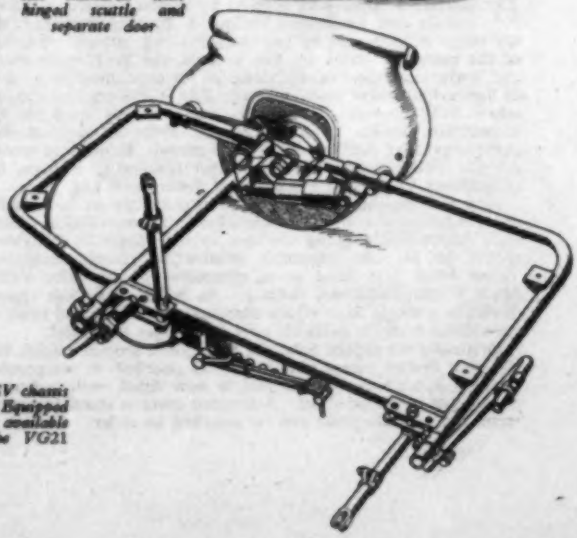
The Watsonian Ascot single-seater has a plastic top and rear



Redesigned Watsonian Monarch with hinged scuttle and separate door



Detail drawing showing the method of wheel mounting on the Watsonian LG Mark I chassis



Layout of the new Watsonian SV chassis employed for the Oxford. Equipped with a mudguard as shown it is available also as an alternative to the VG21

The Three-wheelers

Seven British and Foreign Makes Exhibited With Engines Ranging from 191 to 747 c.

For a buyers' guide to all three-wheelers on the British market please turn to page 680

Lightweight in the big-car idiom—the 247 c.c. Bond Mark F

B.M.W. Isetta

FOR many years the name of B.M.W. has represented the highest engineering standards and the tradition is extended in full measure to the latest Isetta three-wheelers. Basic models are the Standard and Plus. Smiths Selectroshift, giving two-pedal control, is available as an extra on the Plus. Power unit is a 295 c.c. overhead-valve B.M.W. single. It drives the rear wheel through a four-speed-and-reverse gear box and oil-bath-enclosed chain. The chaincase forms the suspension arm and is controlled by quarter-elliptic leaf springs, a radius fork and a hydraulic damper. There is independent suspension of the front wheels by pivoted links controlled by coil springs and hydraulic damping. The 10in wheels carry 7in hydraulic brakes. Electric starting, flashing indicators and double-dipping headlamps are featured. Stand 91

295 c.c. o.h.v. B.M.W. Isetta—now with a single rear wheel

Bond

IT is a far cry from the original 122 c.c. Bond Minicar of nearly ten years ago to the sleek 247 c.c. Mark F four-seater Family Saloon which forms the focal point of the display. That model is the most pretentious of the new Mark F range which also includes a two-seater Saloon Coupé and a Tourer and which supersedes the Mark E range of one-nine-sevens. Two 197 c.c. Mark D models are shown.

The Mark F saloons have a smart glass-reinforced plastic top with wrap-round, safety-glass windscreen and extensive Perspex side and rear windows while the open model has a fold-away Vynide hood. The sides of the body blend with the panel-type rear mudguards and the long dummy front guards. Power is provided by the new Villiers 31A/4S single-cylinder, four-speed unit fitted with a 12-volt Siba Dynastart. Established Bond practice is followed in mounting the power unit on a tubular structure which pivots with the steering. Transmission is by chain to the single front wheel.

All three wheels are shod with 4.00 × 8in tyres and carried on stub axles attached to trailing arms. Movement of the front arm is controlled by a shock absorber employing a coil spring and hydraulic damping, and of the rear arms by bonded-rubber units. An outstanding Bond feature is a steering lock of 180 degrees.

The Mark D Family de Luxe model is now available only in four-speed form and is partnered by a new saloon variant. As on all other models the body and chassis form an integral structure. Stand 58

Making its first public appearance—the 197 c.c. Frisky

Frisky

QUITE literally the latest in three-wheelers, the 197 c.c. Frisky, a last-minute Earls Court entry, is obviously inspired by the light car produced by the same factory. Styling of the glass-fibre plastic bodywork is similar, and the only departure in the tubular, ladder-type chassis is that the single rear wheel, stub-axle mounted, is carried on a trailing arm. Drive is by chain from a four-speed 197 c.c. Villiers Mark 9E power unit with fan cooling and Siba Dynastart equipment. Tyre size is 4.40 × 10in. Seating for two adults and a child is offered in the hardtop model on display. Stand 85

Heinkel

POPULAR and shapely bubble-top three-wheeler with a front-opening door, the Heinkel Cruiser has grown up a bit in engine size: capacity of the single-cylinder, overhead-valve power unit was recently increased from 174 to 198 c.c. Specification of the model is comprehensive and the carrying capacity really useful. There is room for two adults on the front seat and two children at the rear. The stressed, chassisless body incorporates large side and rear windows and a sunshine roof. All wheels are interchangeable and independently sprung on pivoted arms controlled by oil-damped spring units; the rear arm encloses the driving chain. Tyre size is 4.40×10in and the brakes are hydraulically operated.

Rear mounted, the engine has a 12-volt starter-generator and is cooled by fan and ducting. There are four forward gears and a reverse. Equipment includes a spare wheel, heater, windscreen demister and flashing trafficators. Stand 84

Easy entry and exit—the 198 c.c. Heinkel

Messerschmitt

THE aerodynamic shape and tandem seating layout of the Messerschmitt have stood the test since the machine was introduced more than four years ago. Three models—the KR200 saloon and cabriolet and the KR201 convertible—are marketed in this country, all powered by the 191 c.c. Sachs four-speed two-stroke unit developing 9.7 b.h.p. at 5,000 r.p.m. The engine is cooled by a fan mounted on the armature of the 12-volt starter-generator. A second contact breaker and special switching enable the engine to be run backward for reversing.

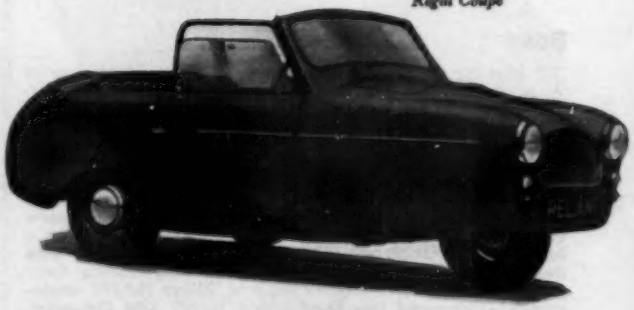
Rear mounting of the engine is employed and the space-frame chassis is of steel tubing. Steel is also employed for the body. Foot controls are of orthodox car type. The lever of the positive-stop gear change is on the right. The steering is controlled by handlebar. All three wheels are sprung by rubber-in-torsion units and hydraulic dampers. Stand 81

Tandem seating is a feature of the 191 c.c. Messerschmitt KR 200 de luxe

Reliant

WITH its 747 c.c. four-cylinder, water-cooled engine and four-speed-plus-reverse gear box (with synchromesh for second, third and top), the Reliant Regal offers true car luxury on three wheels. The body is beautifully styled in glass-fibre plastic and is mounted on a chassis fabricated from box-section steel pressings. Now designated Mark IV, the two passenger styles are the Hardtop and Coupé four-seaters. Various colour schemes are shown.

Though outwardly they may appear to be little changed, the Mark IV models embody a number of improvements. Suspension of the single front wheel is by a fabricated pivoted arm controlled by a telescopic springing unit incorporating hydraulic damping (previously, torsion-bar springing was employed). There is a simplified drag-link arrangement with fewer working joints; the steering-column is at a more comfortable angle; wheelbase and track dimensions have been slightly increased; the wheels are smaller but carry larger-section (tubeless) tyres, giving the same overall diameter; the engine is mounted on rubber and positioned farther forward, so that there is reduced vibration and more room in the cockpit. Stand 54



Most powerful of all three-wheelers—747 c.c. four-cylinder Reliant Regal Coupé

Scootacar

BACKED by a century-old firm of locomotive manufacturers in Leeds, the Scootacar is probably the most compact-looking bubble car on the roads. The welded steel chassis has a sheet-steel floor and supports a glass-fibre plastic body with a full-height door on the left. Safety glass is used for the windscreen. Of T-shape, the seat conceals the 197 c.c. four-speed Villiers Mark 9E/4SF power unit incorporating Siba electric starting and fan cooling. Two adults can sit tandemwise and the passenger's wide backrest can be lowered to form a seat for one or two children. Control layout follows car practice except for handlebar steering and a positive-stop gear lever. The wheels are independently sprung by coil springs with hydraulic damping at the rear. Tyre size is 4.00×8in and the front brakes are Lockheed hydraulics of 7in diameter. Equipment includes a heater, flashing indicators and a windscreen wiper. Stand 77

Cobby yet functional newcomer—the 197 c.c. Scootacar

One out of the Book

If you haven't already seen our New Cruiser 84 at the Show make a special point of doing so. It's a very nice model indeed.

And if you would like full details of this and our other models, please post the coupon below.

The price of the CRUISER 84 is £196.0.0 including tax and this price includes leg shields and safety bar.

And here is the F-B Cruiser styled in the modern manner and finished in Dover White and Arden Green. The front down member carries leg shields and a chromium plated safety bar. The rear portion of the model is enclosed in light but tough shields moulded in fibre glass; these sweep back to a combined stop and rear lamp. Moulded containers to carry baggage and a "dolphin" fairing to give complete rider protection are in course of development.

Production will start early in 1959

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The Lacey Touch

By VIC WILLOUGHBY

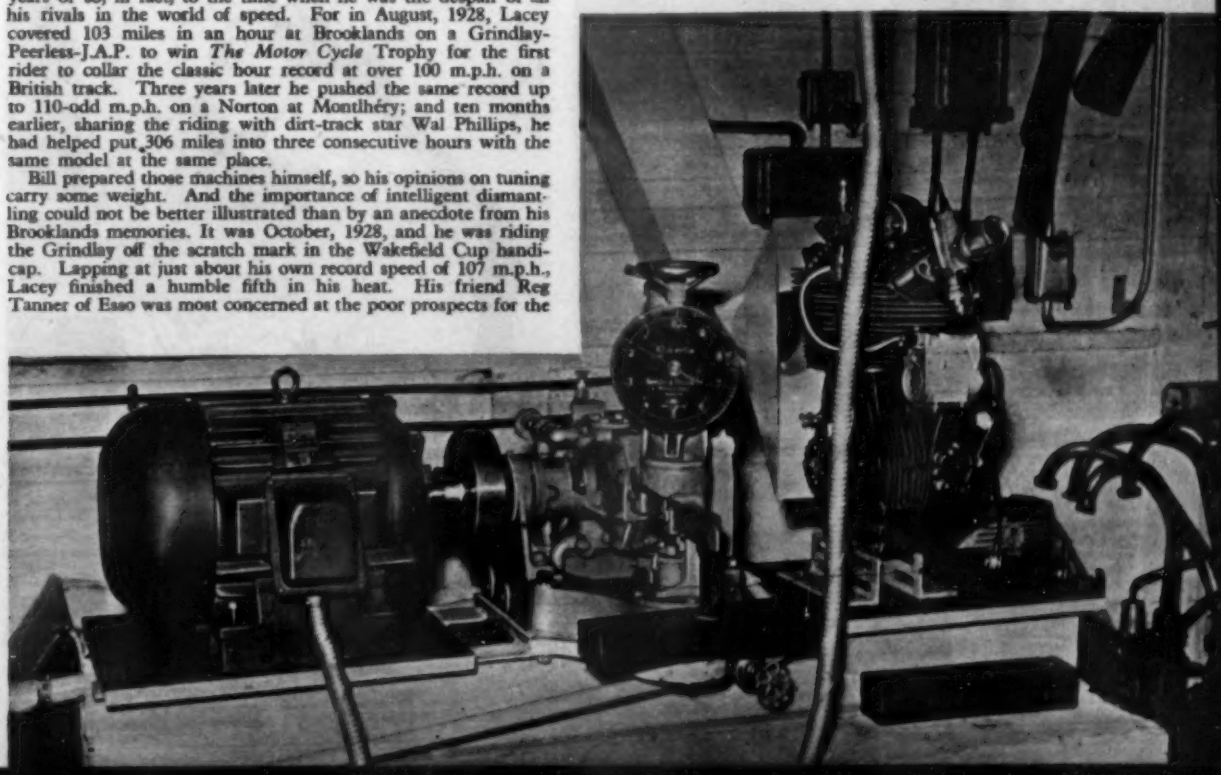
Cleanliness is vital in tuning. When stripping a power unit, Bill Lacey washes all parts scrupulously in a bath of clean petrol

YOU might think that any mug could strip a racing engine—that the tuner's art is confined to assembly. If so you would be only half right. To the knowledgeable tuner, taking an engine apart can be as important as putting it together. The approach when dismantling is that of an ace sleuth; rebuilding calls rather for infinite care, patience and precision.

Who says so? Bill Lacey. You know Bill—he's the star tuner responsible for the preparation of Mike Hailwood's racing machines this past and phenomenally successful season. But Lacey's authority goes back much farther than that. Some 30 years or so, in fact, to the time when he was the despair of all his rivals in the world of speed. For in August, 1928, Lacey covered 103 miles in an hour at Brooklands on a Grindlay-Peerless-J.A.P. to win *The Motor Cycle* Trophy for the first rider to collar the classic hour record at over 100 m.p.h. on a British track. Three years later he pushed the same record up to 110-odd m.p.h. on a Norton at Montlhéry; and ten months earlier, sharing the riding with dirt-track star Wal Phillips, he had helped put 306 miles into three consecutive hours with the same model at the same place.

Bill prepared those machines himself, so his opinions on tuning carry some weight. And the importance of intelligent dismantling could not be better illustrated than by an anecdote from his Brooklands memories. It was October, 1928, and he was riding the Grindlay off the scratch mark in the Wakefield Cup handicap. Lapping at just about his own record speed of 107 m.p.h., Lacey finished a humble fifth in his heat. His friend Reg Tanner of Esso was most concerned at the poor prospects for the

To be able to measure an engine's power output accurately is a boon. Here is Lacey's dynamometer with a Manx Norton engine awaiting test



Engine shafts must run true. Alignment is checked by rotating the crankshaft assembly slowly on knife-edge discs with a dial gauge bearing on the shafts

final, for Lacey confessed he had nothing in hand. But in the final Bill turned his fastest-ever standing-start lap at 99.61 m.p.h., then circled consistently at nearly 110 m.p.h. to win comfortably at an average speed equal to his previous lap record. Tanner was understandably caustic but Lacey was genuinely mystified by his jump in speed—until he stripped the engine.

All settings were spot on and everything was in order—except that the middle one of the triple inlet-valve springs was broken. A new spring cluster was fitted and the Grindlay refused to better 107 m.p.h. for the lap. Following up the clue, Lacey removed the middle spring and—hey presto!—virtually equalled his new record. Strange as it seemed, the spring breakage (towards the end of the heat or the beginning of the final) had boosted the Grindlay's top speed by about 3 m.p.h. A triple cluster made specially to the lower poundage gave the improved results and Lacey deduced the speed increase was due to the weaker springs allowing the valve to lift a bit more than its nominal maximum. The theory was confirmed when a higher-lift cam (with valve springs strong enough to prevent fling) reproduced the higher speed.

So much for detective work in dismantling. Now for something about Lacey's methods in engine preparation. He is certainly no highfalutin' fundamentalist but you'll go a long way to find a more conscientious and imaginative engineer. Give him an engine and, without recourse to drastic alterations, he will soon have it working to the limit of its efficiency and reliability. Not that he underrates the advantages an expert can gain from experimenting. Indeed, he has tried coil ignition, twin plugs, bigger valves and chromium cylinder bores on Hailwood's Nortons. But he insists the cart should not come before the horse—in other words experiments are out until the best possible performance has been obtained from the standard specification by meticulous attention to detail. That he considers the most important aspect of tuning.

According to Lacey such care is worth 3 to 4 m.p.h. in top speed. And several of Hailwood's wins this year were achieved on perfectly standard Manx Nortons—a shade quicker than their rivals as a result of the Lacey touch. What does all this mean

When removing rings from a piston, Lacey avoids risk of distortion or breakage by peeling them out of their grooves with a penknife blade

The picture below shows cam-box bevel gears for a Manx Norton being checked for full-width mesh and minimum backlash; adjustment is by shims

Above: With the piston resting on soft rag and pencil lines marking the sides of the bearing faces, the surfaces are eased slightly with a few strokes of an extremely fine file. Port polishing is done by hand (right) to avoid spoiling the original shape

Riding a Lacey-tuned Norton, Mike Hailwood is seen on the right shadowing Tony Godfrey at Cadwell Park. The lower picture shows Hailwood receiving "The Motor Cycle" Trophy from Editor Harry Louis after winning the Thruxton 500-mile Race on a Triumph Tiger 110 in June. He was partnered by Dan Shorey (extreme left). Next to Harry Louis is Stan Hailwood, Mike's father

to the enthusiast who grooms his own model, whether for racing or for the best possible efficiency on the open road? Precisely what is the Lacey touch?

Really it boils down to common sense and an infinite capacity for taking pains—based on a genuine love of the work. The sort of love that has Lacey, at the age of 58, quitting his precision-engineering business in Slough and moving to Silverstone to devote all his time to tuning. Let us follow a model—racer or roadster—through Lacey's workshop to get an idea what happens.

First, the machine won't even get in the shop until it has been thoroughly washed down, for there is a state of almost clinical cleanliness inside. There is order in the layout of the tools and light in abundance. The stripping is not rushed, for all settings are checked and noted: valve clearances, timing and lift; ignition timing and contact-breaker gap; compression ratio, carburettor settings and so forth. Findings are checked against the makers' recommendations or, where no data are available, kept as a basis for reassembly and possible experiment.

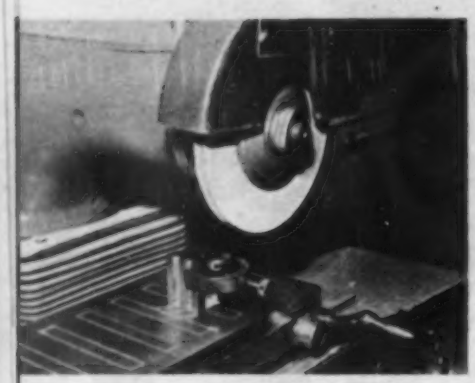
Most makers quote the opening and closing points for valve timing and Lacey uses a dial indicator to determine the points precisely. The button of the indicator is brought to bear on the valve-spring top collar (if it is accessible) with the stem parallel to the valve axis. But in some cases it is necessary to use a pivoted attachment, bearing on the underside of the collar. On racing engines, however, clearance between valves and piston is so critical that Lacey prefers to time by measuring the amount each valve is off its seat when the piston is at top dead centre; the makers can readily supply these details. Another useful check, on engines with large valves and high compression ratios, is the amount each valve can be lifted from its seat at t.d.c. before the valve head touches the piston crown.

Paraffin poured carefully from a calibrated glass into the combustion chamber is Lacey's method of checking compression ratio. The engine is tilted so that the axis of the sparking-plug hole is vertical, and the chamber filled to just above the bottom of the hole. Obviously piston rings and valve seats must be sound enough to prevent leakage, but a more viscous fluid than paraffin is ruled out in the interest of accuracy. The compression ratio is calculated, of course, by adding the volume of the combustion chamber to the swept volume of the cylinder and dividing the result by the combustion-chamber volume.

Hand in hand with these routine checks goes a minute examination which would do credit to Sherlock Holmes. All parts

are washed in a tray of petrol and inspected not only for wear but also for the slightest sign of imperfection. For example, a tiny accumulation of metal swarf at some point might indicate local rubbing; the cause must be traced and eliminated. Ball and roller bearings are checked by visual inspection of the tracks as far as possible (in a strong light) and by feeling for roughness when rotating the bearings with the fingers. For this check a bearing must be entirely free from oil or grit and that is achieved by spinning the bearing while it is immersed horizontally in petrol. Bearings which fail to pass the check must be renewed.

All mating faces are tested for squareness after burrs and bruises have been removed with a file or scraper and bolt holes



Left: For accuracy of valve clearance a Manx Norton cam follower, clamped to a block on a magnetic chuck, is shimmed on a surface grinder. On the right Lacey checks an N.S.U. crankpin for wear on a comparator—an instrument reading to 0.00001in and a luxury for engine tuning

have been dressed at the ends with a 90-degree rose-bit. (Similar dressing is carried out at the ends of threaded stud holes after withdrawing the studs.) Faces are unlikely to be badly out except as a result of a crash or serious mechanical failure. But if, say, the crankcase halves did not mate squarely, then each would be set up in a lathe, using the main-bearing housing as a register, and the face remachined. That would necessitate correction of the crankshaft endfloat—as does discarding a paper gasket between the case halves. Lacey abhors a gasket for that joint and few British engines employ one.

Timing as well as transmission chains are checked for wear, cracks and signs of malalignment (wear on the sides of the sprocket teeth and the inner faces of the link plates). Teeth of timing and gear-box pinions are stoned to remove sharp edges and give smooth pressure faces. Ends of bushes are lightly radiused with a bearing scraper.

The non-expert and the man without access to the special tackle required are warned not to attempt to split the crankshaft assembly. If a big-end bearing needs renewal, the work should be done by the makers or a specialist firm. Lacey, of course, has suitable tackle and splits the assembly if necessary. Connecting-rod alignment is checked with ground mandrels and any indication of the rods having flung to one side is investigated: possibilities are a tapered crankpin or a discrepancy in the throw of the flywheels.

Shaft alignment is vital when rebuilding the assembly and Lacey uses a workmanlike rig in preference to running the assembly beween centres (those in the shaft ends may have been damaged). The rig comprises two substantial angle blocks mounted on a base plate. Each block is bored horizontally through its shoulders to accept two precision ball bearings, almost edge to edge. On the outer race of each bearing is pressed a hardened, almost knife-edge disc. The crankshaft is lowered on to the discs and rotated slowly with a dial indicator bearing on the shafts at different points. A maximum error of 0.0005in (half a thousandth of an inch) is permitted. Greater errors in the plane at 90 degrees to the crankthrow are easily corrected by bumping one of the wheels at the appropriate point on a block of hardwood. But errors in the plane of the throw call for expert attention: springing the wheels in a vice is not a permanent remedy.

Lacey has a good deal of other apparatus, including 4in and 8in centre lathes, a surface grinder, a universal grinder, three drilling machines (capacity $\frac{1}{8}$ to $1\frac{1}{2}$in), a dynamometer for power testing, internal and external micrometers, height gauges and slip gauges. Some instruments, such as a comparator for making relative measurements of 0.00001in over a range of 0.0006in, are a legacy of his work for the Newall group (including the development and production of cinema cameras), and are a sheer luxury for motor-cycle tuning.

But of more practical interest to the home tuner are the host of jigs, fixtures and pullers made for specific jobs. Lacey dislikes brutal methods. He prefers to draw such things as valve guides and bushes in or out of position with a drawbolt, washers and distance pieces, rather than use a hammer and drift. Odd lengths of hexagon bar, turned down at one end and threaded for various lengths, serve to hold cylinder heads, cam boxes or what have you in the vice without risk of damage.

A high polish in the ports and combustion chamber is worth a little provided the advantage is not offset by spoiling the shape of the inlet port: shallow waves can impair gas flow at high engine speeds. For that reason a flexible grinding shaft is not used—all polishing is done with the fingers, using a graded series of emery cloths. Rifflers (small curved files) are employed only if there is unevenness to be eliminated. Probably more beneficial than polishing the combustion chamber is the smoothing of all sharp edges (including those of the valve heads and their recesses in the piston crown) and the removal of any metal masking valve opening.

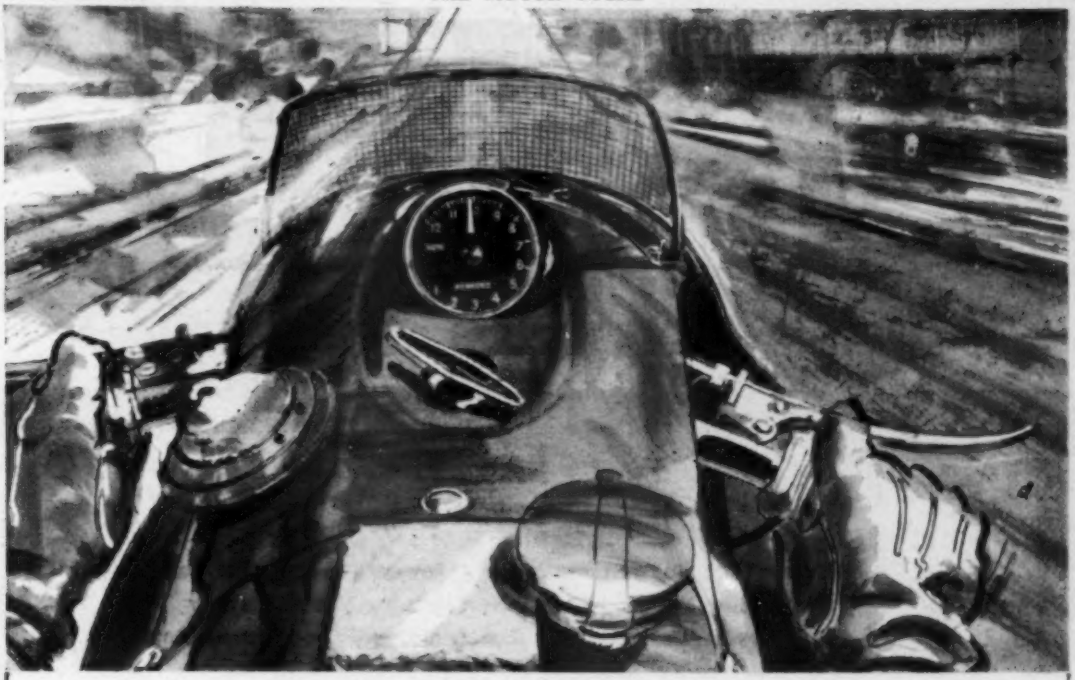
Valve seats are given a fine finish and the springs renewed willy-nilly on a roadster or if poundage is below the bottom limit on a racer. A ground, metal-to-metal cylinder-head joint is preferred to use of a gasket if at all possible. If there are two pairs of mating faces, both are first ground in together, then the non-pressure faces only are ground a little more to ensure adequate pressure between the others. If compression plates are fitted under the cylinder barrel, the fewer the better for a given total thickness.

Slipper-type pistons are most likely to pick up at the sides of the bearing faces, so those areas are relieved with a fine file as are any high spots. Rings are gapped (if necessary) to 0.007in per inch bore diameter for racing or 0.004 to 0.005in per inch for roadsters. Lacey favours chromium-plated cylinder bores for reduced friction and because they can be renovated for use with a standard piston. But their use results in such slow bedding-in of the rings that they are first lapped in with an old piston and fine grinding paste until there is evidence of continuous contact all round.

It is when reassembly starts that patience is really at a premium. Countless trial assemblies are made, with bearing surfaces dry, to check that all parts operate with an absolute minimum of friction. Separate checks must be made for each shaft in a gear box before both are fitted to test the mesh of the pinions. All pinions, including those in the timing gear, must mesh without tight spots and, in the case of adjustable bevels, over their full width and with a minimum of backlash. It is incredible how many separate assemblies can be made in the search for perfection before the bearings are oiled and the parts put together for the last time. And any imperfections must be tracked down and rectified—if necessary by machining.

For tightening cylinder-head and cam-box nuts, Lacey adopts the purist technique of using a direct-reading torque wrench; this ensures even tightening and consistent valve clearances. By experiment, he determines the lowest torque which can safely be used. You will note there has been no mention of drastic perforation. Lacey does believe in weight reduction within the bounds of safety but maintains that real lightness is in the hands of the designer.

The methods described are, of course, applied to all other parts of the machine—there is little point in perfecting the engine if one of the wheels doesn't spin like a top. More important than memorizing a host of detail procedures is to cultivate the Lacey brand of imagination, patience and love of a job well done. Apply the technique to production models, which have to be built with an eye on price and obviously give scope for individual attention, and you are bound to achieve the desired results.



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Motor Cycles

Make	Model	Capacity, Bore, Stroke and Type of Engine	Ign.	Gear Ratios				Capacity Fuel Oil		Susp. F	Susp. R	Size of Tyres Front	Size of Tyres Rear	Wt. lb	Price £	s	d
A.J.S.	14	248 c.c. 70 x 65mm o.h.v.	C	6.89	8.96	12.75	20.12	2½g	2½pt	T	PF	3.25 x 17	3.25 x 17	325	196	9	8
	14CS Scrambler	248 c.c. 70 x 65mm o.h.v.	C	8.0	10.4	14.8	23.4	2½g	2½pt	T	PF	3.00 x 19	3.50 x 19	321	209	11	7
	16	347 c.c. 69 x 93mm o.h.v.	C	5.8	7.6	10.3	15.5	3½g	4pt	T	PF	3.25 x 19	3.25 x 19	375	231	8	3
	16C Trials	347 c.c. 68 x 93mm o.h.v.	M	6.48	10.11	15.81	21.0	2g	2½pt	T	PF	2.75 x 19	4.00 x 19	306	243	5	3
	16CS Scrambler	348 c.c. 72 x 85.5mm o.h.v.	M	6.5	8.8	11.5	17.4	2g	4pt	T	PF	3.00 x 21	4.00 x 19	326	247	0	0
	18	498 c.c. 82.5 x 93mm o.h.v.	C	5.0	6.8	8.9	13.4	3½g	4pt	T	PF	3.25 x 19	3.50 x 19	387	244	10	2
	18CS Scrambler	497 c.c. 86 x 85.5mm o.h.v.	M	5.8	7.8	10.3	15.5	2g	4pt	T	PF	3.00 x 21	4.00 x 19	329	260	4	3
	20	498 c.c. 66 x 72.5mm o.h.v. twin	C	5.25	7.1	9.3	14.0	4½g	4pt	T	PF	3.25 x 19	3.50 x 19	394	270	1	8
	20 de Luxe	498 c.c. 66 x 72.5mm o.h.v. twin	M	5.25	7.1	9.3	14.0	4½g	4pt	T	PF	3.25 x 19	3.50 x 19	392	280	13	9
	20CS Scrambler	498 c.c. 66 x 72.5mm o.h.v. twin	M	5.8	7.8	10.3	15.5	2g	5pt	T	PF	3.00 x 21	4.00 x 19	377	291	18	4
	20CSR Sportstwin	498 c.c. 66 x 72.5mm o.h.v. twin	M	5.25	7.1	9.3	14.0	4½g	5pt	T	PF	3.25 x 19	3.50 x 19	379	291	18	4
	31	646 cc.. 72 x 79.3mm o.h.v. twin	C	4.79	6.5	8.5	12.8	4½g	4pt	T	PF	3.25 x 19	3.50 x 19	398	275	1	4
	31 de Luxe	646 c.c. 72 x 79.3mm o.h.v. twin	M	4.79	6.5	8.5	12.8	4½g	4pt	T	PF	3.25 x 19	3.50 x 19	396	285	13	7
	31CS Scrambler	646 c.c. 72 x 79.3mm o.h.v. twin	M	5.25	7.1	9.3	14.0	2g	5pt	T	PF	3.00 x 21	4.00 x 19	379	296	18	0
	31CSR Sportstwin	646 c.c. 72 x 79.3mm o.h.v. twin	M	4.79	6.5	8.5	12.8	4½g	5pt	T	PF	3.25 x 19	3.50 x 19	381	296	18	0
	7R	349 c.c. 75.5 x 78mm o.h.c.	M	4.87	5.36	6.40	8.67	5½g	5½pt	T	PF	2.75 x 19	3.25 x 19	285	417	18	3

MANUFACTURERS: A.J.S. Motor Cycles, Plumstead Road, London, S.E.18. *EXTRAS:* Model 14 with fully enclosed rear chain, £199 12s. Chromium-plated tank panels and blue bead, £2 9s 11d; blue and chrome panels, £3 2s 5d; blue finish (de Luxe twins), £1 4s 11d; blue and two-tone tank, £3 3s 5d. Lighting—Model 14CS, £7 9s 9d; other competition singles, £12 9s 6d. Quickly detachable rear wheel, £2 9s 11d. Pillion footrests—250 c.c. models, 17s 5d; other roadsters, 19s 10d; scramblers, £1 6s 2d. Stop light—250 c.c. models 15s 7d; other models, 17s 5d. Air cleaner—250 c.c. models, £1 17s 6d; other roadster and scrambler models, £2 3s 3d; trials models, £3 0s 6d. Carrier, £3 12s 1d. Panniers (not 250 c.c.), £8 2s 3d. Steering damper (not 250 c.c.), £1 12s 3d. Safety bars, £5 6s. Locking bar (not 250 c.c.), 1s 11d. Siamesed exhaust, 500 c.c. roadster twins, £4 15s; 650 c.c. roadster twins, £5. (7R is a racing model.)

Abbreviations: M=magneto; C=coil; T=telescopic fork; G=girder fork; BL=bottom-link fork; PF=pivoted fork; PA=pivoted arm; P=plunger; LL=leading link; TL=trailing link; S=solid frame; LS=leaf spring; CS=coil spring; F=front; R=rear; c.c.=cubic centimetres; mm=millimetres; t.s.=two-stroke; s.v.=side-valve; o.h.v.=overhead-valve; o.h.c.=overhead-camshaft; g=gallons; pt=pints; in=inches; lb=pounds; wt=weight. *Prices of machines include British purchase tax. Prices also include tax where applicable on extras ordered with a machine; in some cases tax is not charged if extras are bought separately.*

Make	Model	Capacity, Bore, Stroke and Type of Engine	Ign.	Gear Ratios				Capacity Fuel Oil	Susp. F	Susp. R	Size of Tyres Front	Size of Tyres Rear	Wt. lb	Price £ s d
AMBASSADOR	Popular	174 c.c. 59 x 63.5mm t.s.	M	6.58	8.82	16.78		2½g —	T	PF	3.25 x 17	3.25 x 17	212	134 14 6
	Envoy	197 c.c. 59 x 72mm t.s.	M	6.09	9.39	15.54		3½g —	T	PF	3.25 x 17	3.25 x 17	251	147 4 1
	Super S	249 c.c. 50 x 63.5mm t.s.	C	6.09	8.04	11.57	18.64	3½g —	T	PF	3.25 x 17	3.25 x 17	312	199 12 0

MANUFACTURERS: Ambassador Motor Cycles, Ltd., Pontiac Works, Fernbank Road, Ascot, Berks. *EXTRAS:* Popular with four-speed gear box (6.58 8.36 11.71 19.35), £139 14s 5d; Envoy (6.09 7.44 10.85 17.9), £152 3s 11d.

Make	Model	Capacity, Bore, Stroke and Type of Engine	Ign.	Gear Ratios				Capacity Fuel Oil	Susp. F	Susp. R	Size of Tyres Front	Size of Tyres Rear	Wt. lb	Price £ s d
ARIEL	LH Colt	197 c.c. 60 x 70mm o.h.v.	C	7.0	8.5	11.6	17.5	2½g 4pt	T	P	3.00 x 19	3.00 x 19	270	155 18 9
	Leader	249 c.c. 54 x 54mm t.s. twin	C	5.9	8.5	11.0	19.0	2½g —	TL	PF	3.25 x 16	3.25 x 16	300	209 11 7
	NH Red Hunter	347 c.c. 72 x 85mm o.h.v.	M	5.72	7.5	9.72	15.15	4½g 6pt	T	PF	3.25 x 19	3.25 x 19	365	230 15 9
	VH Red Hunter	497 c.c. 81.8 x 95mm o.h.v.	M	4.74	6.2	8.05	12.55	4½g 6pt	T	PF	3.25 x 19	3.25 x 19	375	237 0 6
	FH Huntmaster	646 c.c. 70 x 84mm o.h.v. twin	M	4.53	5.93	7.71	16.01	4½g 6pt	T	PF	3.25 x 19	3.50 x 19	410	266 19 4
	4G Square Four	997 c.c. 65 x 75mm o.h.v. four	C	4.36	5.70	7.40	11.55	5½g 8pt	T	P	3.25 x 19	4.00 x 18	435	336 16 6

MANUFACTURERS: Ariel Motors, Ltd., Selly Oak, Birmingham, 29. *EXTRAS:* For Leader—parking lamp, 19s 8d; inspection lamp, 15s 7d; carrier with two straps, £1 19s 11d; prop stand, £1 8s 1d; front stand, 12s 6d; pannier cases, £9 7s 2d; pannier bags, £2 9s 11d; neutral gear indicator, £1 4s 4d; flasher set, £7 9s 8d; eight-day clock, £5 12s 3d; speedometer with trip recorder (only supplied with new machine), 10s; waterproof cover for dual-seat, 9s 4d. Fully enclosed rear chain for Red Hunters and Huntmaster, £3 8s 8d. Front safety bars for Square Four, £3 11s; rear, £4 3s. Sidecar gearing available for all four-stroke models except Colt.

Make	Model	Capacity, Bore, Stroke and Type of Engine	Ign.	Gear Ratios				Capacity Fuel Oil	Susp. F	Susp. R	Size of Tyres Front	Size of Tyres Rear	Wt. lb	Price £ s d
B.M.W.	R26	247 c.c. 68 x 68mm o.h.v.	C	6.41	8.49	12.56	22.17	3½g 2½pt	PF	PF	3.25 x 18	3.25 x 18	315	258 4 8
	R50	494 c.c. 66 x 63mm o.h.v. twin	M	4.9	6.49	9.6	16.95	3½g 4pt	PF	PF	3.50 x 18	3.50 x 18	400	380 9 9
	R60	595 c.c. 72 x 73mm o.h.v. twin	M	5.94	7.87	11.66	20.57	3½g 4pt	PT	PF	3.50 x 18	4.00 x 18	400	392 19 3
	R69	595 c.c. 72 x 73mm o.h.v. twin	M	4.9	6.49	9.6	16.95	3½g 4pt	PF	PF	3.50 x 18	3.50 x 18	415	495 5 2

CONCESSIONAIRES: A. F. N., Ltd., Falcon Works, London Road, Isleworth, Middlesex.

Make	Model	Capacity, Bore, Stroke and Type of Engine	Ign.	Gear Ratios				Capacity Fuel Oil	Susp. F	Susp. R	Size of Tyres Front	Size of Tyres Rear	Wt. lb	Price £ s d
D.M.W.	Mark 9	197 c.c. 59 x 72mm t.s.	M	6.2	7.9	10.0	18.2	3½g —	T	PF	3.25 x 18	3.25 x 18	256	169 0 9
	Dolomite II	249 c.c. 50 x 63.5mm t.s. twin	C	6.2	8.3	11.8	19.0	3½g —	T	PF	3.25 x 18	3.25 x 18	298	194 12 2
	Mark 10 Competition	249 c.c. 50 x 63.5mm t.s. twin	C	7.0	10.3	14.7	26.3	2½g —	LL	PF	2.75 x 21	4.00 x 18	288	194 12 2

MANUFACTURERS: D.M.W. Motor Cycles (Wolverhampton), Ltd., Valley Road Works, Sedgley, Dudley, Worcestershire. *EXTRAS:* Two-tone maroon and old gold finish on road models, £2 9s 11d; M.P. Earles leading-link front suspension on road models, £6 11s; panniers, £6 16s 7d; carrier, £1 15s; windscreen, £3 16s. Legshields for Mark 9, £2 12s 6d; for Dolomite, £5 10s. Electric starter for Dolomite, £37 8s 6d. Decompressor for Competition model, £4 7s 4d. Specification given for Mark 10 is for trials; when ordered in scrambles trim gear ratios are 7.0, 9.3, 13.3, 21.5 and rear tyre is 3.50 x 19in.

Make	Model	Capacity, Bore, Stroke and Type of Engine	Ign.	Gear Ratios				Capacity Fuel Oil	Susp. F	Susp. R	Size of Tyres Front	Size of Tyres Rear	Wt. lb	Price £ s d
B.S.A.	D1 Bantam	123 c.c. 52 x 58mm t.s.	M	7.0	11.7	22.0		1½g —	T	P	2.75 x 19	2.75 x 19	180	106 0 9
	D5 Bantam Super	174 c.c. 61.5 x 58mm t.s.	M	6.48	10.74	20.2		2g —	T	PF	3.00 x 18	3.00 x 18	216	122 5 2
	D7 Bantam Super	174 c.c. 61.5 x 58mm t.s.	M	6.48	10.74	20.2		2g —	T	PF	3.00 x 18	3.00 x 18	224	126 18 8
	C15 Star	249 c.c. 67 x 70mm o.h.v.	C	5.98	7.65	10.54	15.96	2½g 4pt	T	PF	3.25 x 17	3.25 x 17	280	172 0 0
	B31	348 c.c. 71 x 88mm o.h.v.	C	5.6	6.77	9.82	14.42	4g 5½pt	T	PF	3.25 x 19	3.75 x 19	396	229 10 10
	B33	499 c.c. 85 x 88mm o.h.v.	C	5.0	6.05	8.79	12.9	4g 5½pt	T	PF	3.25 x 19	3.50 x 19	404	236 8 1
	A7	497 c.c. 66 x 72.6mm o.h.v. twin	M	5.28	6.39	9.28	13.62	4g 5½pt	T	PF	3.25 x 19	3.50 x 19	425	257 12 2
	A7 Shooting Star	497 c.c. 66 x 72.6mm o.h.v. twin	M	5.28	6.39	9.28	13.62	4g 5½pt	T	PF	3.25 x 19	3.50 x 19	416	265 14 5
	A10 Golden Flash	646 c.c. 70 x 84mm o.h.v. twin	M	4.53	5.48	7.96	11.68	4g 5½pt	T	PF	3.25 x 19	3.50 x 19	430	261 19 6
	A10 Super Rocket	646 c.c. 70 x 84 mm o.h.v. twin	M	4.53	5.48	7.96	11.68	4g 5½pt	T	PF	3.25 x 19	3.50 x 19	418	283 3 8

MANUFACTURERS: B.S.A. Motor Cycles, Ltd., Small Heath, Birmingham, 11. *EXTRAS:* Legshields for D models, £2 1s 2d; safety bars, £1 1s 10d; dual-seat and pillion footrests for D1, £4 2s 4d; prop stand for D5 and D7 £1; steering-head lock on D5, 10s. D1 with rectifier-battery lighting costs £111 0s 7d; D5, £127 4s 11d; D7, £130 1s 1d. Legshields for C15, £2 5s 4d; safety bars, £1 18s 2d; prop stand, £1 0s 7d. Legshields for A and B models, £3 18s; safety bars, £4 9s 3d; prop stand, £1 0s 7d; fully enclosed rear chain, £3 4s. Air cleaner for B models 17s 2d; for A7 Shooting Star, £1 1s 10d. Revmeter on A10, £8 4s 2d. Sidecar gearing available on all A and B models if specified: steering damper on B33 for sidecar work, 8s 10d. Available to order: B34 Gold Star (499 c.c. o.h.v.) Clubman, £310 12s 7d, B34 Gold Star Scrambler, £282 11s 2d and M21 (591 c.c. s.v.) £209 11s 8d.

Make	Model	Capacity, Bore, Stroke and Type of Engine	Ign.	Gear Ratios				Capacity Fuel Oil	Susp. F	Susp. R	Size of Tyres Front	Size of Tyres Rear	Wt. lb	Price £ s d
D.K.W.	RT 200 VS	197 c.c. 65 x 58mm t.s.	C	6.12	8.14	11.37	19.51	3½g —	PF	PF	3.00 x 18	3.00 x 18	289	129 19 6

CONCESSIONAIRES: Pride and Clarke, Ltd., 158, Stockwell Road, London, S.W.9.

Make	Model	Capacity, Bore, Stroke and Type of Engine	Ign.	Gear Ratios				Capacity Fuel Oil	Susp. F	Susp. R	Size of Tyres Front	Size of Tyres Rear	Wt. lb	Price £ s d
DOT	200 THX	197 c.c. 59 x 72mm t.s.	M	Four (optional)				1½g —	LL	PF	2.75 x 21	3.25 x 19	232	181 10 2
	250 THX	249 c.c. 66 x 72mm t.s.	M	Four (optional)				1½g —	LL	PF	2.75 x 21	3.50 x 19	234	197 2 0
	200 SH	197 c.c. 59 x 72mm t.s.	M	Four (optional)				1½g —	LL	PF	2.75 x 21	3.25 x 19	232	182 15 2
	250 SH	249 c.c. 66 x 72mm t.s.	M	Four (optional)				1½g —	LL	PF	2.75 x 21	3.50 x 19	234	198 12 0
	200 SCH	197 c.c. 59 x 72mm t.s.	M	Four (optional)				1½g —	LL	PF	2.75 x 21	3.25 x 19	230	177 15 5
	250 SCH	249 c.c. 66 x 72mm t.s.	M	Four (optional)				1½g —	LL	PF	2.75 x 21	3.50 x 19	232	193 7 3
	250 SCH Twin	249 c.c. 50 x 63mm t.s. twin	M	Four (optional)				1½g —	LL	PF	2.75 x 21	3.50 x 19	265	219 11 2
	350 SCH Twin	349 c.c. 63 x 56mm t.s. twin	C	Four (optional)				1½g —	LL	PF	2.75 x 21	4.00 x 18	275	229 10 10
	200 Trials Works Replica	197 c.c. 59 x 72mm t.s.	M	Four (optional)				1½g —	LL	PF	2.75 x 21	4.00 x 18	232	184 12 7
	250 Trials Works Replica	249 c.c. 66 x 72mm t.s.	M	Four (optional)				1½g —	LL	PF	2.75 x 21	4.00 x 18	234	199 12 0

MANUFACTURERS: Dot Cycle and Motor Manufacturing Co., Ltd., Arundel Street and Ellesmere Street Works, Manchester, 15. *EXTRAS:* All single-cylinder models—special engine tuning, £4 19s 2d. Lighting on THX and SH models, £6 4s 10d. The single-cylinder 249 c.c. engines are basically the Villiers 9E (197 c.c.) but fitted with the Vale-Onslow cylinder head, cylinder and piston, and the Amal Monobloc carburettor. A very wide range of gear ratios is offered. THX models are equipped for trials; SH for scrambles; SCH stripped for scrambles.

Make	Model	Capacity, Bore, Stroke and Type of Engine	Ign.	Gear Ratios				Capacity Fuel Oil	Susp. F	Susp. R	Size of Tyres Front	Size of Tyres Rear	Wt. lb	Price £ s d
DUNKLEY	Whippet	61 c.c. 44 x 40mm o.h.v.	M	11.7	19.6			1½g ½pt	T	PF	2.00 x 23	2.00 x 23	107	82 19 0
	Whippet Sports	64 c.c. 44 x 42mm o.h.v.	M	11.7	19.6			2g ½pt	T	PF	2.25 x 23	2.25 x 23	111	89 19 4

MANUFACTURERS: Dunkley Products, Ltd., National Works, Bath Road, Hounslow, Middlesex.

Make	Model	Capacity, Bore, Stroke and Type of Engine	Ign.	Gear Ratios	Capacity Fuel Oil	Susp. F R	Size of Tyres Front	Size of Tyres Rear	Wt. lb.	Price £ s d
EXCELSIOR	Consort CA9	98 c.c. 47 x 57mm t.s.	M	8.47 13.05	1½g —	T PF	2.25 x 19	2.25 x 19	140	99 3 6
	Skutcbyke SB1	98 c.c. 47 x 57mm t.s.	M	8.47 13.05	1½g —	T P	2.25 x 19	2.25 x 19	150	103 10 11
	Universal Model U9	147 c.c. 55 x 62mm t.s.	M	6.65 8.91 16.96	2½g —	T PF	3.00 x 19	3.00 x 19	195	121 12 8
	Talisman Twin TT4	246 c.c. 50 x 62mm t.s. twin	M	5.49 7.40 9.89 16.0	3g —	T PF	3.00 x 19	3.00 x 19	235	179 12 10
	Super Talisman S8	328 c.c. 58 x 62mm t.s. twin	M	5.8 7.6 10.8 17.0	3g —	T PF	3.00 x 19	3.25 x 18	245	212 1 6
	Special Talisman S9	328 c.c. 58 x 62mm t.s. twin	C	5.8 7.6 10.8 17.0	4g —	T PF	3.25 x 18	3.25 x 18	250	235 15 7
	MANUFACTURERS: Excelsior Motor Co., Ltd., Kings Road, Tyseley, Birmingham, 11. *EXTRAS:* Speedometer for Consort or Skutcbyke, £4; windscreen, £3 5s 6d. Legshields for Consort, £2 12s 6d. When fitted with rectifier-battery lighting, Universal model (U9R) costs £128 3s 7d.									
FRANCIS-BARNETT	Plover 78	147 c.c. 55 x 62mm t.s.	M	6.64 8.91 16.94	2½g —	T PF	3.00 x 18	3.00 x 18	185	122 17 7
	Light Cruiser 79	171 c.c. 59 x 62.68mm t.s.	C	6.9 8.96 12.77 20.15	3½g —	T PF	3.00 x 18	3.00 x 18	247	164 13 5
	Falcon 81	197 c.c. 59 x 72mm t.s.	M	6.1 8.2 15.6	2½g —	T PF	3.25 x 18	3.25 x 18	244	159 13 7
	Cruiser 80	249 c.c. 66 x 73mm t.s.	C	5.9 7.7 10.9 17.4	3½g —	T PF	3.25 x 18	3.25 x 18	290	185 5 0
	Cruiser 84	249 c.c. 66 x 73mm t.s.	C	5.9 7.7 10.9 17.4	3½g —	T PF	3.25 x 18	3.25 x 18	307	196 0 0
	Scrambler 82	249 c.c. 66 x 73mm t.s.	C	8.0 10.4 14.9 23.4	2½g —	T PF	2.75 x 21	3.50 x 19	263	193 7 3
	Trials 83	249 c.c. 66 x 73mm t.s.	C	8.0 11.5 19.4 28.6	2½g —	T PF	2.75 x 21	4.00 x 19	273	198 7 0
	MANUFACTURERS: Francis and Barnett, Ltd., Lower Ford Street, Coventry. *EXTRAS:* For all road models except Cruiser 84: legshields, £3 5s; pannier equipment, £5 18s 3d; carrier, £1 13s; Avon fairing, £8 15s; windscreen, £4 1s 6d; sundries bag for windscreen, £1 1s 2d; chromium-plated tank £4 1s 1d. Pillion footrests for Plover 78 and Falcon 81, 14s. Stop light for Light Cruiser 79, Cruiser 80 and Falcon 81, £1 0s 7d; prop stand, £1 11s 6d. Safety bar for Light Cruiser 79 and Cruiser 80, £1 15s; for Falcon 81, £3 10s. Rear springing damper for Plover 78, £2 0s 9d; rectifier-battery lighting, £7 3s 6d. Direct lighting on Trials 83, £6 11s.									
GILERA	175 Standard Sports	172 c.c. 60 x 61mm o.h.v.	C	7.12 9.0 13.24 19.79	3½g 4pt	T PF	2.50 x 19	2.50 x 19	228	199 19 6
	175 Extra	172 c.c. 60 x 61mm o.h.v.	C	7.14 8.89 13.20 19.44	3½g 4pt	T PF	2.50 x 19	2.50 x 19	251	217 19 5
	CONCESSIONAIRES: Motor Imports Company, Ltd., 158, Stockwell Road, London, S.W.9.									
GREEVES	24DB Sports	248 c.c. 66 x 72mm t.s.	M	5.91 7.51 10.52 17.38	2½g —	LL PF	2.75 x 19	3.25 x 18	245	179 15 0
	25DB Sports	249 c.c. 50 x 63.5mm t.s. twin	M	5.97 7.91 11.35 18.27	2½g —	LL PF	2.75 x 19	3.25 x 18	270	199 15 0
	20TA Scottish Trials	197 c.c. 59 x 72mm t.s.	M	7.75 10.4 18.6 27.9	1½g —	LL PF	2.75 x 21	4.00 x 18	233	175 0 0
	20TAS Scottish Special	197 c.c 59 x 72mm t.s.	M	7.75 10.4 18.6 27.9	1½g —	LL PF	2.75 x 21	4.00 x 18	233	184 0 0
	24TAS Scottish Special	248 c.c. 66 x 72mm t.s.	M	7.26 9.72 17.4 26.1	2g —	LL PF	2.75 x 21	4.00 x 18	240	192 0 0
	20SAS Hawkstone Special	197 c.c. 59 x 72mm t.s.	M	8.6 10.92 15.31 25.20	1½g —	LL PF	2.75 x 21	3.25 x 19	223	189 0 0
	24SAS Hawkstone Special	248 c.c. 66 x 72mm t.s.	M	Four (not specified)	1½g —	LL PF	2.75 x 21	3.50 x 19	230	199 15 0
	MANUFACTURERS: Invacar, Ltd., Church Road, Thundersley, Essex. *EXTRAS:* Light-alloy brake finning on all except Hawkstone models, £4 10s; direct lighting for Scottish and Hawkstone models, £6 11s 3d; 2½-gallon petrol tank on Scottish and Hawkstone models, £1 10s; competition dual-seat for Scottish models, £2 10s; road equipment, including number plates, speedometer, horn and exhaust system on Hawkstone models, £8 2s 2d.									

Make	Model	Capacity, Bore, Stroke and Type of Engine	Ign.	Gear Ratios	Capacity Fuel Oil	Susp. F R	Size of Tyres Front	Size of Tyres Rear	Wt. lb	Price £ s d
HARLEY-DAVIDSON	ST 165	165 c.c. 60.3 x 57.9mm t.s.	C	7.27 12.2 20.8	1½g —	T S	3.50 x 18	3.50 x 18	200	262 9 0
	XL Sportster	883 c.c. 76 x 97mm o.h.v. twin	C	4.21 5.82 7.69 10.63	4½g 6pt	T PF	3.50 x 18	3.50 x 18	483	629 7 0
	XLH Sportster	883 c.c. 76 x 97mm o.h.v. twin	C	4.21 5.82 7.69 10.63	4½g 6pt	T PF	3.50 x 18	3.50 x 18	483	642 2 6
	XLCH Competition	883 c.c. 76 x 97mm o.h.v. twin	M	To order	2g 8pt	T PF	3.50 x 19	4.00 x 19	470	685 4 0
	FL	1,213 c.c. 87.3 x 100.8mm o.h.v. twin	C	3.73 4.59 6.79 11.19 or 4.5, 6.75, 12.2 (reverse 11.97)	3½g 7pt	T PF	5.00 x 16	5.00 x 16	590	680 3 0
	FLHF Duo-Glide	1,213 c.c. 87.3 x 100.8mm o.h.v. twin	C	3.57 4.39 6.60 10.72 or 4.08, 6.12, 11.06 (reverse 10.86)	3½g 7pt	T PF	5.00 x 16	5.00 x 16	590	713 0 8
	CONCESSIONAIRES: F. H. Warr, Ltd., 611, King's Road, London, S.W.6. *EXTRAS:* A wide range of accessories is available for all models. Competition model may be obtained with four-gallon fuel tank.									
ITOM	Tabor Sports	65 c.c. 45 x 40mm t.s.	M	11.08 14.2 22.0	2½g —	T PF	2.25 x 19	2.25 x 19	140	117 9 6
	CONCESSIONAIRES: Adimar, 61, Clapham Road, London, S.W.9. *EXTRAS:* Carrier, £2 17s 6d.									
JAMES	L1 Comet	98 c.c. 47 x 57mm t.s.	M	8.5 13.1	2½g —	T PF	2.25 x 19	2.25 x 19	165	98 10 0
	L15 Cadet	147 c.c. 55 x 62mm t.s.	M	6.6 8.9 16.9	2½g —	T PF	3.00 x 18	3.00 x 18	188	121 0 0
	L17 Cavalier	172 c.c. 59 x 63mm t.s.	C	6.9 8.96 12.77 20.37	2½g —	T PF	3.00 x 18	3.00 x 18	240	149 15 0
	K7 Captain	197 c.c. 59 x 72mm t.s.	M	6.32 8.45 16.1	2½g —	T PF	3.00 x 18	3.25 x 18	245	155 17 6
	L25 Commodore	249 c.c. 66 x 73mm t.s.	C	5.8 7.6 10.8 17.3	2½g —	T PF	3.25 x 18	3.25 x 18	295	180 17 6
	Commando Trials	249 c.c. 66 x 73mm t.s.	C	8.4 12.3 20.8 30.6	2½g —	T PF	2.75 x 21	4.00 x 19	300	196 0 0
	Cotswold Scrambler	249 c.c. 66 x 73mm t.s.	C	8.0 10.4 14.8 23.4	2½g —	T PF	2.75 x 21	3.50 x 19	300	196 0 0
	MANUFACTURERS: James Motor Cycles, Ltd., Greet, Birmingham, 11. *EXTRAS:* Pillion footrests for L15 and L25 models, 14s; for K7, 10s 6d. Pannier frames for all roadsters, £3 9s; pannier bags, £2 0s 8d; safety bar legshields, £4 4s; windscreen, £2 16s 6d; fairing, £5 5s. Leg and engine shield for L1 and L15, £4 15s; rear carrier, 19s. Prop stand for K7 and L25, £1 11s 6d. Speedometer for L1, £4. Stop light on rectifier-battery equipped models, 11s 6d. Rear suspension damper for L15, £2 0s 9d. Rectifier-battery lighting on L1 and L15, £7 3s 6d. Direct lighting on Trials model, £6 11s.									
JAWA	Favorit 353/03	248 c.c. 65 x 75mm t.s.	C	4.93 6.26 8.76 15.67	3g —	T PF	3.25 x 16	3.25 x 16	291	176 10 7
	Senior 354/03	344 c.c. 58 x 65mm t.s. twin	C	4.24 5.37 7.45 13.43	3g —	T PF	3.25 x 16	3.25 x 16	313	203 6 10
	CONCESSIONAIRES: Industria (London), Ltd., 248, Holloway Road, London, N.7. *EXTRAS:* Rear carrier, £3 9s 6d. Prop stand, £1 15s.									
MAICO	Blizzard	247 c.c. 67 x 70mm t.s.	C	Four (not specified)	3½g —	PF PF	3.00 x 18	3.25 x 18	—	199 12 0
	Scrambler	247 c.c. 67 x 70mm t.s.	C	Four (not specified)	—	PF PF	—	—	—	249 10 0
	CONCESSIONAIRES: Maico (Great Britain), Ltd., 81a, Gloucester Road, London, S.W.7.									
MASERATI	73/T2	74 c.c. 45.5 x 45.5 t.s.	M	10.18 15.57 29.7	3g —	T PF	2.25 x 19	2.25 x 19	143	124 15 0
	CONCESSIONAIRES: G. Nannucci, 8, Windmill Street, London, W.1.									

Make	Model	Capacity, Bore, Stroke and Type of Engine	Ign.	Gear Ratios				Capacity Fuel Oil	Susp. F	Susp. R	Size of Tyres Front	Size of Tyres Rear	Wt. lb	Price £	s	d
MATCHLESS	G2	248 c.c. 70 x 65mm o.h.v.	C	6.89	8.96	12.75	20.12	2½g 2½pt	T	PF	3.25 x 17	3.25 x 17	325	196	9	8
	G2CS Scrambler	248 c.c. 70 x 65mm o.h.v.	C	8.0	10.4	14.8	23.4	2½g 2½pt	T	PF	3.00 x 19	3.50 x 19	321	209	11	7
	G3	347 c.c. 69 x 93mm o.h.v.	C	5.8	7.8	10.3	15.5	3½g 4pt	T	PF	3.25 x 19	3.25 x 19	375	231	8	3
	G3C Trials	347 c.c. 69 x 93mm o.h.v.	M	6.48	10.11	15.81	21.0	2g 2½pt	T	PF	2.75 x 21	4.00 x 19	306	243	5	3
	G3CS Scrambler	348 c.c. 72 x 85.5mm o.h.v.	M	6.5	8.8	11.5	17.4	2g 4pt	T	PF	3.00 x 21	4.00 x 19	326	247	0	0
	G80	498 c.c. 82.5 x 93mm o.h.v.	C	5.0	6.8	8.9	13.4	3½g 4pt	T	PF	3.25 x 19	3.50 x 19	387	244	10	2
	G80CS Scrambler	497 c.c. 86 x 85.5mm o.h.v.	M	5.8	7.8	10.3	15.5	2g 4pt	T	PF	3.00 x 21	4.00 x 19	329	268	4	3
	G9	498 c.c. 66 x 72.5mm o.h.v. twin	C	5.25	7.1	9.3	14.0	4½g 4pt	T	PF	3.25 x 19	3.50 x 19	394	270	1	8
	G9 de-Luxe	498 c.c. 66 x 72.5mm o.h.v. twin	M	5.25	7.1	9.3	14.0	4½g 4pt	T	PF	3.25 x 19	3.50 x 19	392	280	13	9
	G9CS Scrambler	498 c.c. 66 x 72.5mm o.h.v. twin	M	5.8	7.8	10.3	15.5	2g 5pt	T	PF	3.00 x 21	4.00 x 19	377	291	18	4
	G9CSR	498 c.c. 66 x 72.5mm o.h.v. twin	M	5.25	7.1	9.3	14.0	4½g 5pt	T	PF	3.25 x 19	3.50 x 19	379	291	18	4
	G12	646 c.c. 72 x 79.3mm o.h.v. twin	C	4.79	6.5	8.5	12.8	4½g 4pt	T	PF	3.25 x 19	3.50 x 19	398	275	1	6
	G12 de-Luxe	646 c.c. 72 x 79.3mm o.h.v. twin	M	4.79	6.5	8.5	12.8	4½g 4pt	T	PF	3.25 x 19	3.50 x 19	396	285	13	7
	G12CS Scrambler	646 c.c. 72 x 79.3mm o.h.v. twin	M	5.25	7.1	9.3	14.0	2g 5pt	T	PF	3.00 x 21	4.00 x 19	379	296	18	0
	G12CSR	646 c.c. 71 x 79.3mm o.h.v. twin	M	4.79	6.5	8.5	12.8	4½g 5pt	T	PF	3.25 x 19	3.50 x 19	381	296	18	0
	G50	496 c.c. 90 x 78mm o.h.v.	M	4.87	5.36	6.48	8.67	5½g 7pt	T	PF	3.25 x 19	3.50 x 19	286	430	7	9

MANUFACTURERS: Matchless Motor Cycles, Ltd., Plumstead Road, London, S.E.18. *EXTRAS:* G2 with enclosed rear chain, £199 12s. Chromium-plated tank panels and rod bead, £2 9s 11d; arctic white and chrome panels, £3 2s 5d; arctic white and two-tone tank, £3 2s 5d; arctic white finish (de-Luxe twins) £1 4s 11d. Lighting—G2CS, £7 9s 9d; competition singles, £12 9s 6d. Quickly detachable rear wheel, £2 9s 11d. Pillion footrests—250 c.c. models, 17s 5d; other roadsters, 19s 10d; scramblers, £1 6s 2d. Stop light—250 c.c. models, 15s 7d; other models, 17s 5d. Air cleaner—250 c.c. models, £1 17s 6d; other roadsters and scrambles models, £2 3s 3d; trials models, £3 0s 3d. Carrier, £3 12s 1d. Panniers (not 250 c.c.), £8 2s 3d. Steering damper (not 250 c.c.), £1 12s 3d Safety bars, £5 6s. Locking bar (not 250 c.c.), 1s 11d. Siamesed exhaust, 500 c.c. roadster twins, £4 15s; 650 c.c. roadster twins, £5. (G50 is a racing model.)

Make	Model	Capacity, Bore, Stroke and Type of Engine	Ign.	Gear Ratios				Capacity Fuel Oil	Susp. F	Susp. R	Size of Tyres Front	Size of Tyres Rear	Wt. lb	Price £	s	d
MONTESA	Brio 110	124 c.c. 51.5 x 60mm t.s.	M	7.5	9.5	15.0	20.0	2½g —	T	PF	2.50 x 19	2.75 x 19	177	178	0	0

CONCESSIONAIRES: Montesa Motor Cycles (G.B.), 42, St. Albans Road, Watford, Herts. *EXTRAS:* Sports handlebars, £2; tank chin pad, £1 5s; close-ratio gears, £18.

Make	Model	Capacity, Bore, Stroke and Type of Engine	Ign.	Gear Ratios				Capacity Fuel Oil	Susp. F	Susp. R	Size of Tyres Front	Size of Tyres Rear	Wt. lb	Price £	s	d
MOTO-GUZZI	Zigolo Touring	98 c.c. 50 x 50mm t.s.	C	7.95	13.64	20.9		2½g —	T	PF	2.50 x 19	2.50 x 19	165	109	19	6
	Zigolo Series I	98 c.c. 50 x 50mm t.s.	C	7.38	12.65	19.39		3g —	T	PF	2.50 x 17	2.75 x 17	172	112	19	6
	Zigolo Series II	98 c.c. 50 x 50mm t.s.	C	7.9	12.18	20.75		3g —	T	PF	2.50 x 17	2.75 x 17	170	129	19	6
	Lodola	174 c.c. 62 x 57.8 o.h.c.	C	6.72	8.53	12.02	19.22	2½g 4pt	T	PF	2.50 x 18	3.00x 17	240	199	19	6

CONCESSIONAIRES: Motor Imports Co., Ltd., 158, Stockwell Road, London, S.W.9. *EXTRAS:* Speedometer on Zigolo Touring, £3.

Make	Model	Capacity, Bore, Stroke and Type of Engine	Ign.	Gear Ratios				Capacity Fuel Oil	Susp. F	Susp. R	Size of Tyres Front	Size of Tyres Rear	Wt. lb	Price £	s	d
M.V. AGUSTA	Super Pullman	123 c.c. 53 x 56mm t.s.	C	7.42	9.15	12.3	20.8	3g —	LL	PF	2.75 x 18	2.75 x 18	183	168	8	4
	Turismo Rapido	124 c.c. 54 x 54mm o.h.v.	C	7.6	9.5	12.5	21.5	3½g 2½pt	T	PF	2.75 x 18	2.75 x 18	204	198	7	1
	Turismo Lusso	172 c.c. 59.5 x 62mm o.h.c.	C	6.72	8.33	11.2	18.37	4½g 2½pt	T	PF	2.75 x 19	2.75 x 19	240	234	10	8
	Modello Sport	172 c.c. 59.5 x 62mm o.h.c.	C	7.7	9.6	12.8	21.0	4½g 2½pt	T	PF	2.75 x 19	2.75 x 19	247	255	14	9
	Competizione	172 c.c. 59.5 x 62mm o.h.c.	M	6.9	7.5	9.8	12.3	4g 3pt	PF	PF	2.75 x 19	2.75 x 19	225	436	12	0

CONCESSIONAIRES: M.V. Distributors, Ltd., Regent House, 235-241, Regent Street, London, W.1

Make	Model	Capacity, Bore, Stroke and Type of Engine	Ign.	Gear Ratios				Capacity Fuel Oil	Susp. F	Susp. R	Size of Tyres Front	Size of Tyres Rear	Wt. lb	Price £	s	d
NORMAN	B15	148 c.c. 57 x 58mm t.s.	M	7.4	9.4	13.05	21.8	2½g —	BL	PF	3.00 x 19	3.00 x 19	242	152	13	3
	B25	197 c.c. 59 x 72mm t.s.	M	6.21	7.9	14.58	18.28	2½g —	BL	PF	3.00 x 19	3.00 x 19	272	160	9	0
	B25 Sports	197 c.c. 59 x 72mm t.s.	M	6.21	7.9	14.58	18.28	2½g —	BL	PF	2.75 x 19	3.00 x 19	252	160	9	0
	B25 Competition	197 c.c. 59 x 72mm t.s.	M	7.05	9.45	16.9	25.4	1½g —	BL	PF	2.75 x 21	4.00 x 19	240	161	11	0
	F3 Roadster	249 c.c. 50 x 63.5mm t.s. twin	C	6.21	8.24	11.82	18.7	3½g —	BL	PF	3.00 x 19	3.00 x 19	320	187	2	6
	B3 Sports	249 c.c. 50 x 63.5mm t.s. twin	C	6.21	8.24	11.82	18.7	2½g —	BL	PF	2.75 x 19	3.00 x 19	302	187	2	6

MANUFACTURERS: Norman Cycles, Ltd., Beaver Road, Ashford, Kent.

Make	Model	Capacity, Bore, Stroke and Type of Engine	Ign.	Gear Ratios				Capacity Fuel Oil	Susp. F	Susp. R	Size of Tyres Front	Size of Tyres Rear	Wt. lb	Price £	s	d
NORTON	Jubilee 250	249 c.c. 60 x 44mm o.h.v. twin	C	6.76	8.8	12.5	19.7	3g 3½pt	T	PF	3.25 x 18	3.25 x 18	325	215	16	4
	50	348 c.c. 71 x 88mm o.h.v.	C	5.29	7.04	9.36	14.12	3½g 4½pt	T	PF	3.00 x 19	3.50 x 19	377	236	8	0
	ES2	490 c.c. 79 x 100mm o.h.v.	C	4.75	6.31	8.41	12.2	3½g 4½pt	T	PF	3.00 x 19	3.50 x 19	384	242	12	9
	88 Dominator	497 c.c. 66 x 72.6mm o.h.v.	C	4.75	6.31	8.41	12.7	3½g 4½pt	T	PF	3.00 x 19	3.50 x 19	390	280	1	3
	99 Dominator	597 c.c. 68 x 82mm o.h.v. twin	C	4.53	6.04	8.03	12.1	3½g 4½pt	T	PF	3.00 x 19	3.50 x 19	395	285	13	7
	40M	348 c.c. 76 x 76.7mm o.h.c.	M	5.12	5.64	6.81	9.11	5g 7½pt	T	PF	3.00 x 19	3.50 x 19	307	496	10	1
	30M	499 c.c. 86 x 95.6mm o.h.c.	M	4.23	4.65	5.63	7.52	5g 7½pt	T	PF	3.00 x 19	3.50 x 19	313	496	10	1

MANUFACTURERS: Norton Motors, Ltd., Bracebridge Street, Birmingham, 6. *EXTRAS:* Fully enclosed rear chain on all except 40M and 30M, £2 19s 3d. Alternative colour finish (except Jubilee 250 and racing models), £2 16s 2d. Twin carburettors on 88 and 99, £7 12s 2d; polished head, £1 4s 11d; larger inlet valves, £1 4s 11d; alternative high-compression pistons at no extra charge. (40M and 30M are racing models.)

Make	Model	Capacity, Bore, Stroke and Type of Engine	Ign.	Gear Ratios				Capacity Fuel Oil	Susp. F	Susp. R	Size of Tyres Front	Size of Tyres Rear	Wt. lb	Price £	s	d
N.S.U.	Super Max	247 c.c. 69 x 66mm o.h.c.	C	6.78	9.53	13.78	21.36	3g 3½pt	LL	PF	3.25 x 19	3.25 x 19	346	262	11	7

CONCESSIONAIRES: N.S.U. (Great Britain), Ltd., 7, Chesterfield Gardens, London, W.1.

Make	Model	Capacity, Bore, Stroke and Type of Engine	Ign.	Gear Ratios				Capacity Fuel Oil	Susp. F	Susp. R	Size of Tyres Front	Size of Tyres Rear	Wt. lb	Price £	s	d
PANTHER	10/3	197 c.c. 59 x 72mm t.s.	M	5.87	7.86	14.96		2½g —	PF	PF	3.25 x 18	3.25 x 18	235	150	19	0
	10/3A	197 c.c. 59 x 72mm t.s.	M	6.21	8.32	15.83		2½g —	PF	PF	3.25 x 18	3.25 x 18	235	155	18	9
	10/4	197 c.c. 59 x 72mm t.s.	M	6.22	7.9	11.05	18.25	2½g —	PF	PF	3.25 x 18	3.25 x 18	245	162	16	0
	65 Springer	248 c.c. 60 x 88mm o.h.v.	C	5.88	7.54	10.4	17.7	2½g 2½pt	T	PF	3.25 x 19	3.25 x 19	330	185	5	0
	35	249 c.c. 50 x 63.5mm t.s. twin	C	6.21	8.19	11.79	19.0	2½g —	PF	PF	3.25 x 18	3.25 x 18	290	193	7	3
	35 Sports	249 c.c. 50 x 63.5mm t.s. twin	C	6.21	8.19	11.79	19.0	2½g —	PF	PF	3.25 x 18	3.25 x 18	290	198	19	6
	45 Sports	324 c.c. 57 x 63.5mm t.s. twin	C	5.9	7.6	11.0	18.0	2½g —	PF	PF	3.25 x 18	3.25 x 18	309	205	16	9
	50 Sports	324 c.c. 57 x 63.5mm t.s. twin	C	5.9	7.8	11.0	18.0	2½g —	T	PF	3.25 x 18	3.25 x 18	333	219	11	3
	75 Springer	348 c.c. 71 x 88 mm. o.h.v.	M	5.26	6.73	9.26	14.04	3g 2½pt	T	PF	3.25 x 19	3.25 x 19	340	212	1	6
	100	598 c.c. 87 x 100mm o.h.v.	M	5.06	6.37	7.94	13.5	4g 4pt	T	PF	3.50 x 19	3.50 x 19	426	234	10	6
	100S de-Luxe	598 c.c. 87 x 100mm o.h.v.	M	5.06	6.37	7.94	13.5	4g 4pt	T	PF	3.50 x 19	3.50 x 19	426	252	12	6
	120S de-Luxe	645 c.c. 88 x 106mm o.h.v.	M	5.06	6.37	7.94	13.5	4g 4pt	T	PF	3.50 x 19	3.50 x 19	426	258	17	2

MANUFACTURERS: Phelon and Moore, Ltd., P.O. Box 14, Cleckheaton, Yorkshire. *EXTRAS:* Legshields for all two-stroke models, £3 5s; windscreen £3 15s; luggage carrier (except 50 Sports), £2 2s 6d. Legshields for all four-stroke models, £3 7s 6d; windscreen, £6 5s; pannier equipment, £7 19s 6d. Magneto ignition on 65 Springer, £8 4s 8d; full width hub with 7in-diameter brake, £3 8s 6d.

DUNLOP FIRST

SCOTT TRIAL

WON BY

S. H. Miller - Ariel

(Subject to official confirmation)

DUNLOP
built better to last longer

Meet a great new rider

MIKE HAILWOOD

READ THIS EXCLUSIVE, PERSONAL INTERVIEW

The 1958 racing season saw the swift rise to success of a brilliant new rider – Mike Hailwood. In this, his first full year of racing, Mike came 1st in both the 250 cc. and 125 cc. British Motor Cycle Racing Club Championships . . . 4th in the 250 cc. World Championship – although he did not ride in either the Belgian or Italian Grand Prix . . . won 60 1sts in Finals and set up 38 new Lap or Race Records . . . and won *3 Silver Replicas and 1 Bronze Replica on his first visit to the Isle of Man.* But read the whole record of his successes below.

SOUTH AFRICAN EXPERIENCE

The quiet, fair young man who has had this amazingly successful first year in racing is 18. He rode his first race at Oulton Park in April 1957. During that first try-out season he learned quickly. In the winter of 1957-8, he and Dave Chadwick went out to South Africa for their racing season. " South Africa did me a world of good " says Mike. " Dave Chadwick taught me a lot." Mike came back from South Africa all set to go for his amazing first year in big-time British racing.

FIRST-CLASS PIANIST

Mike lives at his parents' lovely home at Nettlebed near Henley in Berkshire. He's a first-class pianist and relaxes by playing to friends. He likes all kinds of music but when it comes to jazz he prefers it not too cool. His favourite recordings are by Sid Phillips.

Whenever he visits friends or takes a trip to London, Mike travels by motor-cycle. (He doesn't yet have a licence to drive a car.) Away from racing, Mike takes it easy, prefers not to travel too fast. " Racing is alright on the race-track " he says, " but on main British roads – it's too dodgy."

THE FUTURE

Right now Mike Hailwood is preparing to set out on another South African tour. Then he plans to come back for the full 1959 British and European racing season. In 1959 as in 1958, Mike Hailwood will race on BP Products. Why? " Because I know I can rely 100% on BP Super Plus and BP Energol " he says.

HERE'S MIKE HAILWOOD'S AMAZING RECORD FOR 1958

SOUTH AFRICA

1st	250 Class	PORT ELIZABETH 300	1.1.58	*New Lap Record 90.76* *New Race Record 93.68*
1st	250 Class	NATAL M.C.C.	19.1.58	*New Lap Record 71.45* *New Race Record 68.25*
1st	250 Class	PIETERMARITZBURG M.C.C.	16.2.58	*New Lap Record 72.55*
1st	250 H'Cap	PIETERMARITZBURG M.C.C.	16.2.58	—
1st	250 Class	TRANSVAAL M.C.C.	2.3.58	*New Lap Record 69.61* *New Race Record 65.30*
1st	250 Class	ST. ALBANS P.R.	16.3.58	*New Lap Record 74.50*
1st	250 Class	CAPE TOWN	29.3.58	*New Lap Record 67.74* *New Race Record 67.00*
2nd	250 Class	VAN RHEEDE TROPHY	29.3.58	—

GREAT BRITA'N

1st	500cc	BRANDS HATCH	4.4.58	*New Lap Record 85.45*
2nd	250cc	BRANDS HATCH	4.4.58	—
1st	500cc	CRYSTAL PALACE	7.4.58	*New Lap Record 66.55*
1st	250cc	CRYSTAL PALACE	7.4.58	—
2nd	250cc	MALLORY PARK	13.4.58	—
1st	125cc	SILVERSTONE	19.4.58	—
1st	200cc	BRANDS HATCH	4.5.58	*New Lap Record 66.45*
1st	250cc	BRANDS HATCH	4.5.58	—
1st	350cc	BRANDS HATCH	4.5.58	—
2nd	500cc	AINTREE	10.5.58	—
2nd	250cc	AINTREE	10.5.58	—
1st	200cc	COCKSTOWN 100	14.5.58	*New Lap Record 72.56*
1st	250cc H'Cap	NORTH-WEST 200	17.5.58	—
2nd	250cc Scratch	NORTH-WEST 200	17.5.58	—
1st	250cc	BRANDS HATCH	26.5.58	—
1st	350cc	BRANDS HATCH	26.5.58	—
2nd	500cc	BRANDS HATCH	26.5.58	—
1st	250cc	SCARBOROUGH	14.6.58	—
1st	500-M'Gle	THRUXTON	21.6.58	—
1st	125cc	SILVERSTONE	5.7.58	*New Lap Record 69.04*
1st	250cc	SILVERSTONE	5.7.58	*New Lap Record 74.41*
1st	350cc	SILVERSTONE	5.7.58	*New Lap Record 78.53*
2nd	500cc	SILVERSTONE	5.7.58	*New Lap Record 81.39*
1st	250cc	CASTLE Avon Trophy H'c	12.7.58	—
2nd	125cc	ZANDVOORT HOLLAND	21.8.58	—
		ZANDVOORT HOLLAND	21.8.58	*New Lap Record*
1st	175cc	SILVERSTONE HUTCHINSON 100	13.9.58	—
1st	250cc	SILVERSTONE HUTCHINSON 100	13.9.58	—
1st	350cc	SCARBOROUGH	20.9.58	—
1st	250cc	SCARBOROUGH	20.9.58	—
1st	125cc	AINTREE	27.9.58	—
3rd	250cc	AINTREE	27.9.58	—

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CHAMPIONSHIPS & GRANDS PRIX RESULTS

1st	1958	250cc	South African Championship
1st	1958	250cc	British Motor Cycle Racing Club Championship
1st	1958	125cc	British Motor Cycle Racing Club Championship
4th	1958	250cc	World Championship (did not ride in Belgian or Italian G.P.)
6th	1958	350cc	World Championship
1st	1958	125cc	A.C.U. British Gold Star Road Racing Championship
1st	1958	250cc	A.C.U. British Gold Star Road Racing Championship
2nd	1958	350cc	A.C.U. British Gold Star Road Racing Championship
2nd	1958	250cc	Swedish Grand Prix Hedemora
3rd	1958	350cc	Swedish Grand Prix Hedemora
3rd	1958	250cc	Isle of Man T.T. Races
4th	1958	350cc	German Grand Prix
4th	1958	250cc	Dutch Grand Prix
5th	1958	350cc	Dutch Grand Prix
7th	1958	125cc	Isle of Man T.T. Races
8th	1958	350cc	Ulster Grand Prix
10th	1958	125cc	Dutch Grand Prix
13th	1958	350cc	Isle of Man T.T. Races
13th	1958	500cc	Isle of Man T.T. Races

Mike Hailwood also won many smaller British events, not listed here, at Snetterton, Castle Combe, Mallory Park, Brands Hatch, Crystal Palace, Aberdare, and Cadwell Park. In all in 1958, he won 60 1sts in Finals, set up 38 new Lap or Race Records.

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Bronze Replica	125cc	Ultra Lightweight T.T.	Av. Speed 65.54 mph
Silver "	250cc	Lightweight T.T.	Av. Speed 74.03 mph
Silver "	350cc	Junior T.T.	Av. Speed 88.39 mph
Silver "	500cc	Senior T.T.	Av. Speed 92.24 mph
Bronze Medal	125cc	Dutch Grand Prix	Av. Speed 72.10 mph
Silver "	250cc	Dutch Grand Prix	Av. Speed 75.36 mph
Silver "	350cc	Dutch Grand Prix	Av. Speed 79.24 mph
Silver "	350cc	German Grand Prix	Av. Speed 79.36 mph
Silver "	250cc	Swedish Grand Prix	Av. Speed 92.50 mph
Silver "	350cc	Swedish Grand Prix	Av. Speed 94.10 mph
Finish Award	350cc	Ulster Grand Prix	Av. Speed 74.87 mph

TROPHIES

Pinhard Trophy for the most notable contribution to motor cycling by anybody under 21

The B.M.C.R.C. Minnie Grenfell Memorial Trophy

The B.M.C.R.C. Peter M. Walsh Trophy

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Motor Cycle Trophy Thruxton 500-mile race

B.M.C.R.C. Trophy Silverstone "Trophy Day" fastest lap of day (record).

Avon Trophy 1st Handicap Castle Combe

Dunlop Trophy B.M.C.R.C. 250cc Championship Race, Silverstone

Les Graham Challenge Trophy for 350cc record 8 laps of the year, Cadwell Park

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1st	250 H'Cap	PIETERMARITZBURG M.C.C.	16.2.58	—
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2nd	250 Class	VAN RIEBECK TROPHY	20.3.58	—

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1st	100cc	CRYSTAL PALACE	7.4.58	New Lap Record 68.56
1st	250cc	CRYSTAL PALACE	7.4.58	—
2nd	250cc	MALLORY PARK	13.4.58	—
1st	125cc	SILVERSTONE	19.4.58	—
1st	200cc	BRANDS HATCH	4.5.58	New Lap Record 66.48
1st	250cc	BRANDS HATCH	4.5.58	—
1st	350cc	BRANDS HATCH	4.5.58	—
2nd	500cc	AINTREE	10.5.58	—
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Silver "	500cc	Senior T.T.	Av. Speed 92.24 mph
Bronze Medal	125cc	Dutch Grand Prix	Av. Speed 72.10 mph
Silver "	250cc	Dutch Grand Prix	Av. Speed 74.36 mph
Silver "	350cc	Dutch Grand Prix	Av. Speed 79.24 mph
Silver "	350cc	German Grand Prix	Av. Speed 79.36 mph
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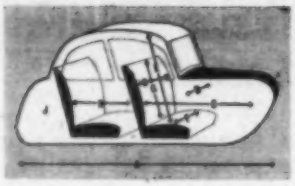
bike—BP SUPER PLUS AND BP ENERGOL

THESE ARE TOO GOOD TO MISS

Make	Model	Capacity, Bore, Stroke and Type of Engine	Ign.	Gear Ratios				Capacity Fuel Oil		Susp. F	Susp. R	Size of Tyres Front	Size of Tyres Rear	Wt. lb	Price £	s	d
PRIOR	K175	173 c.c. 61 x 59mm t.s.	M	6.1	8.5	12.5	21.0	3g	—	T	PF	3.25 x 16	3.25 x 16	—	192	2	4
	CONCESSIONAIRES: B.P. Scooters, No. 10 Building, The Airport, Wolverhampton																
PUCH	175 SVS	147 c.c. 38 x 55mm t.s. twin-piston single	C	6.5	8.5	11.75	21.5	2½g	—	T	PF	3.25 x 16	3.25 x 16	260	180	0	0
	250 SGS	248 c.c. 45 x 78mm t.s. twin-piston single	C	5.4	7.1	10.6	19.5	2½g	4pt	T	PF	3.50 x 16	3.50 x 16	297	220	0	0
	CONCESSIONAIRES: Ryders Autoservice, Knowsley Road, Liverpool, 20.																
ROYAL ENFIELD	Ensign III	148 c.c. 56 x 60mm t.s.	C	6.95	12.0	21.7		2g	—	T	PF	2.75 x 19	2.75 x 19	168	115	17	3
	Prince	148 c.c. 56 x 60mm t.s.	C	6.95	12.0	21.7		3g	—	T	PF	2.75 x 19	2.75 x 19	200	121	10	0
	250 Clipper	248 c.c. 70 x 64.5mm o.h.v.	C	5.8	7.83	10.44	16.97	3g	3pt	T	PF	3.25 x 17	3.25 x 17	305	179	19	6
	Crusader	248 c.c. 70 x 64.5mm o.h.v.	C	5.8	7.83	10.44	16.97	3g	3pt	T	PF	3.25 x 17	3.25 x 17	305	205	0	0
	Crusader Sports	248 c.c. 70 x 64.5mm o.h.v.	C	5.8	7.83	10.44	16.97	3g	3pt	T	PF	3.25 x 17	3.25 x 17	305	210	0	0
	350 Clipper	346 c.c. 70 x 90mm o.h.v.	C	5.67	7.37	10.2	15.8	3½g	4pt	T	PF	3.25 x 19	3.25 x 19	362	199	18	3
	350 Bullet	346 c.c. 70 x 90mm o.h.v.	M	5.72	7.45	10.35	15.9	3½g	4pt	T	PF	3.25 x 19	3.25 x 19	367	235	0	0
	500 Bullet	499 c.c. 84 x 90mm o.h.v.	M	4.91	6.4	8.85	13.65	4½g	4pt	T	PF	3.25 x 19	3.50 x 19	375	245	0	0
	Meteor Minor Standard	496 c.c. 70 x 64.5mm o.h.v. twin	C	4.67	6.08	8.42	13.00	3½g	4pt	T	PF	3.25 x 17	3.50 x 17	388	249	10	0
	Meteor Minor de-Luxe	496 c.c. 70 x 64.5mm o.h.v. twin	C	4.67	6.08	8.42	13.00	3½g	4pt	T	PF	3.25 x 17	3.50 x 17	388	270	0	0
	Super Meteor	692 c.c. 70 x 90mm o.h.v. twin	C	4.44	6.04	8.16	12.35	4g	4pt	T	PF	3.25 x 19	3.50 x 19	410	275	0	0
	Constellation	692 c.c. 70 x 90mm o.h.v. twin	M	4.44	6.04	8.16	12.35	4½g	4pt	T	PF	3.25 x 19	3.50 x 19	403	295	0	0
	Trials Works Replica	346 c.c. 70 x 90mm o.h.v.	M	7.56	10.58	16.25	22.68	2½g	4pt	T	PF	2.75 x 21	4.00 x 19	309	242	10	0
	MANUFACTURERS: The Enfield Cycle Co., Ltd., Redditch, Worcs. EXTRAS: Legshields for all models, £3 10s. Airflow fairing for all four-stroke models, £25. Pannier set for all four-stroke models, £9 7s 1d. Airflow fairing for Ensign III, £22 10s; for Prince, £24. Air cleaner for 250 Clipper, £1 1s; for 350 Clipper and Meteor Minor Standard, £1 14s. Prop stand for 250 Clipper, Crusader, 350 Clipper, and Meteor Minor Standard, £1 17s 5d. Fully enclosed rear chain on all four-stroke models except 350 Clipper, Crusader, and Meteor Minor de-Luxe, £6.															
SCOTT	Flying Squirrel	596 c.c. 73 x 71mm t.s. twin	C	4.18	5.5	8.9		4g	6pt	T	PF	3.25 x 19	3.50 x 19	390	299	0	0
	MANUFACTURERS: Aaron Jigs and Tools, Ltd., 2, St. Mary's Row, Birmingham, 4.																
SUN	Wasp	197 c.c. 59 x 72mm t.s.	M	6.21	7.89	11.05	18.13	2½g	—	LL	PF	3.00 x 19	3.00 x 19	244	158	17	11
	Overlander	249 c.c. 50 x 63.5 t.s. twin	C	6.21	8.22	11.8	19.0	2½g	—	LL	PF	3.00 x 19	3.00 x 19	296	194	16	7
	MANUFACTURERS: The Sun Cycle and Fittings Co., Ltd., Aston Brook Street, Birmingham, 6. EXTRAS: Carrier, £1 10s; Legshields, £1 17s 6d.																

Make	Model	Capacity, Bore, Stroke and Type of Engine	Ign.	Gear Ratios				Capacity Fuel Oil		Susp. F	Susp. R	Size of Tyres Front	Size of Tyres Rear	Wt. lb	Price £	s	d
TRIUMPH	T20 Tiger Cub	199 c.c. 63 x 64mm o.h.v.	C	6.45	8.38	12.9	19.35	3g	2½pt	T	PF	3.25 x 16	3.25 x 16	220	149	14	0
	T20C Tiger Cub	199 c.c. 63 x 64mm o.h.v.	C	7.2	9.4	14.4	21.5	2½g	2½pt	T	PF	3.00 x 19	3.50 x 18	205	155	18	9
	3TA Twenty-One	348 c.c. 58 x 65mm o.h.v. twin	C	5.31	6.3	9.32	13.0	3½g	5pt	T	PF	3.25 x 17	3.25 x 17	345	228	5	11
	5TA Speed Twin	490 c.c. 69 x 65mm o.h.v. twin	C	4.8	5.62	8.35	11.56	3½g	5pt	T	PF	3.25 x 17	3.50 x 17	350	245	15	2
	T100 Tiger 100	498 c.c. 63 x 80mm o.h.v. twin	M	5.0	5.95	8.45	12.2	4g	5pt	T	PF	3.25 x 19	3.50 x 19	385	269	9	3
	6T Thunderbird	649 c.c. 71 x 82mm o.h.v. twin	C	4.57	5.45	7.75	11.2	4g	5pt	T	PF	3.25 x 19	3.50 x 19	395	258	4	8
	T110 Tiger 110	649 c.c. 71 x 82mm o.h.v. twin	M	4.57	5.45	7.75	11.2	4g	5pt	T	PF	3.25 x 19	3.50 x 19	390	278	3	11
	TR6 Trophy	649 c.c. 71 x 82mm o.h.v. twin	M	4.57	5.45	7.75	11.2	3g	5pt	T	PF	3.25 x 19	4.00 x 18	380	280	13	9
	T120 Bonneville 120	649 c.c. 71 x 82mm o.h.v. twin	M	4.57	5.45	7.75	11.2	4g	5pt	T	PF	3.25 x 19	3.50 x 19	404	294	8	3
	MANUFACTURERS: Triumph Engineering Co., Ltd., Meriden Works, Allesley, Coventry. EXTRAS: Prop stand for all models, 19s 4d; pillion footrests, £1; steering lock (except Twenty-One and Speed Twin), 13s 2d. Quickly detachable rear wheel for Tiger 100 and all 649 c.c. models, £3 14s 11d. Duo-tone colours on Tiger 100 and 110, £2 9s 11d. Twin-carburettor head for Tiger 100, £11 17s 1d. Dunlop Sports tyres for Trophy, £2 3s 8d.															
TWN	Cornet	197 c.c. 45 x 62mm t.s.	C	6.37	7.90	12.04	21.15	2½g	—	T	PF	2.75 x 19	3.00 x 19	295	129	19	6
	CONCESSIONAIRES: Claude Rye, Ltd., 895-921, Fulham Road, London, S.W.6																
VELOCETTE	LE Mark III	192 c.c. 50 x 49mm s.v. twin	C	7.26	9.82	13.3	20.14	1½g	1½pt	T	PF	3.25 x 18	3.25 x 18	263	202	14	5
	Valiant	192 c.c. 50 x 49mm o.h.v. twin	C	7.25	9.82	13.3	20.14	3g	1½pt	T	PF	3.25 x 18	3.25 x 18	255	217	1	4
	Valiant Vee-Line	192 c.c. 50 x 49mm o.h.v. twin	C	7.25	9.82	13.3	20.14	3g	1½pt	T	PF	3.25 x 18	3.25 x 18	273½	238	17	11
	MAC	349 c.c. 68 x 96mm o.h.v.	M	5.5	7.3	9.6	14.0	3g	4pt	T	PF	3.25 x 19	3.25 x 19	355	240	2	11
	Viper	349 c.c. 72 x 86mm o.h.v.	M	5.5	6.6	8.7	12.6	3g	4pt	T	PF	3.25 x 19	3.25 x 19	380	258	4	8
	350 Scrambler	349 c.c. 72 x 86mm o.h.v.	M	7.85	9.5	12.46	17.9	2½g	4pt	T	PF	3.00 x 21	4.00 x 19	336	261	19	6
	MSS	499 c.c. 86 x 86mm o.h.v.	M	4.87	6.5	8.6	12.4	3g	4pt	T	PF	3.25 x 19	3.25 x 19	385	247	0	1
	Venom	499 c.c. 86 x 86mm o.h.v.	M	4.87	5.87	7.7	11.2	3g	4pt	T	PF	3.25 x 19	3.25 x 19	385	266	19	4
	500 Scrambler	499 c.c. 86 x 86mm o.h.v.	M	7.2	8.58	11.41	16.65	2½g	4pt	T	PF	3.00 x 21	4.00 x 19	336	268	4	3
	Endurance	499 c.c. 86 x 86mm o.h.v.	M	4.87	5.87	7.7	11.2	2½g	4pt	T	PF	3.00 x 21	4.00 x 19	375	258	4	8
	MANUFACTURERS: Veloce, Ltd., Hall Green Works, York Road, Hall Green, Birmingham, 28. EXTRAS: For LE—dual-seat, £3 10s 7d; two-tone finish, £4 1s 1d; pannier set (leather-cloth), £3 5s 5d; (metal), £8 15s; oil gauge, £2 19s 6d; luggage grid, £2 1s 9d; windscreen, £6 5s; stop light, 12s 6d; spare petrol can, £1 5s. For Valiants—pannier set, £6 14s 4d; chromium-plated fuel tank, £2 16s 2d; safety bar, £3 10s; additional tool box, £1 17s 5d; pillion footrests, £1 11s 6d; stoplight, 14s 4d. For single-cylinder models except Scrambler and Endurance—air filter, £2 3s 8d; steering damper, £1 4s 11d; stoplight on MAC and MSS, 11s 3d; plated tank on MAC and MSS, £4 7s 4d; B.T.H. racing magneto, £7 19s 8d; racing seat on Viper and Venom, 12s 6d; Miller 60-watt dynamo, £2 13s 8d; T.T. carburettor on Viper and Venom, £8 4s 8d; rear-mounted footrests on Viper and Venom, £2 9s 11d; clubman exhaust system on Viper and Venom, £1 17s 5d; reinforced engine plate on Viper and Venom, £2 9s 11d; close-ratio gears on Viper and Venom, 12s 6d; full-width front hub on MAC and MSS, £7 0s 4d; full-width rear hub on MAC and MSS, £5 2s 11d; revmeter for machines with racing magnetos, £9 0s 11d; light-alloy wheel rims on Viper and Venom, £10 12s 1d; front fork two-way damping, £1 4s 11d; pillion footrests on MAC and MSS, 19s 6d; pannier set, £6 14s 4d; luggage grid (only with pannier set), £1 14s; safety bar, £4. Note: when Viper or Venom ordered with rear-mounted footrests, Clubman exhaust system, revmeter or safety bar, engine fairings cannot be fitted; machines are therefore supplied with polished crankcase and gear-box castings.															
VICTORIA	Swing	197 c.c. 65 x 60mm t.s.	C	6.3	8.85	12.6	19.35	2½g	—	LL	PF	3.25 x 16	3.25 x 16	295	199	12	0
	CONCESSIONAIRES: Europa Imports, Ltd., 183a, Oxford Road, Reading, Berks. EXTRAS: Comprehensive enclosure, £37 10s.																

Sidecars



A=overall length
B=overall width
C=seat squab to toe rest
D=width at elbows
E=height inside, seat cushion to roof (with hood raised if tourer body)
F=seat-cushion size
G=seat-squab size
H=rear-seat squab to back of front squab (applicable to two-seaters only)
J=luggage-locker size
K=weight of body
L=weight of chassis

All dimensions are in inches. Prices of bodies and chassis include British purchase tax. Prices also include tax where applicable on extras ordered with sidecars; in some cases tax is not charged if extras are bought separately.

Make	Model	A	B	C	D	E	F	G	H	J	K	L	£	s	d
BLACKNELL	Safety Two double-adult saloon	94½	24	52	22	35	17 x 18	17 x 18	34	22 x 20 x 12	150	130	128	3	8
	San Remo double-adult saloon	85½	26	43	23	33	16 x 19	22 x 21	27	16 x 22 x 18	125	84	119	18	4
	Light San Remo double-adult saloon	85½	26	43	23	33	16 x 19	22 x 21	27	16 x 22 x 18	125	70	113	10	5
	Sportsman single-seat tourer	76	27	44	23	33	20 x 18	23 x 21	—	28 x 23 x 19	110	84	99	3	6
	Light Sportsman single-seat tourer	76	27	44	23	33	20 x 18	23 x 21	—	28 x 23 x 19	110	70	93	11	3
	Queen B de Luxe single-seat tourer	58	26	40	21½	33	14 x 22	20 x 21	—	16 x 21 x 15	53	40	73	12	1
	Queen B single-seat tourer	58	26	40	21½	33	14 x 22	20 x 21	—	16 x 21 x 15	50	40	63	5	0
	Gnat single-seat tourer	55	20	40	18	34	17 x 13	15 x 18	—	10 x 18 x 15	39	35	57	12	8
	Scootabox commercial	54	21	—	—	—	—	—	—	—	33	35	43	0	0

MANUFACTURERS: Blacknell Sidecars, Ltd., The Wharf, Gregory Street, Lenton, Nottingham. *EXTRAS:* Brake on all chassis, except Safety-Minor, £5 6s 1d. Aluminium panelling for Queen B, £5 7s 3d. Chassis used—Sprung Safety Mk I (price £48 13s if supplied separately) for Safety Two saloon; Sprung Safety Mk 2 (£48 13s) for San Remo and Sportsman; Safety Standard (£43 13s) for Light San Remo and Light Sportsman; Safety Minor (£30 17s 6d) for Queen B de Luxe, Queen B, Gnat and Scootabox.

Make	Model	A	B	C	D	E	F	G	H	J	K	L	£	s	d
BUSMAR	Astral double-adult saloon	94	25½	44	23	39	20 x 17	20 x 17	25	22 x 15 x 10	145	110	117	10	0
	Astral Mark II double-adult-child saloon	94	27½	46	25	39	20 x 17	20 x 17	28	23 x 11 x 22	155	112	128	10	0
	Astralette single-seat saloon	82½	24½	46	23	37	20 x 17	19 x 19	—	21 x 18 x 33	110	110	99	10	0
	Lincoln single-seat saloon	90	25	44	23	37	20 x 17	21 x 22	—	22 x 20 x 36	115	110	99	10	0
	Devon occ. double-adult saloon	87	25½	42	23	36	20 x 17	20 x 17	22	22 x 6 x 19	125	110	98	0	0
	Lancastria occ. double-adult saloon	92	25½	42	23	36	20 x 17	20 x 17	22	22 x 10 x 19	135	110	110	10	0
	York double-adult saloon	96	25½	44	23	39	20 x 17	20 x 17	25	24 x 15 x 20	175	110	116	0	0

MANUFACTURERS: Busmar, Ltd., Field Street, Blackpool, Lancashire. *EXTRAS:* Sprung chassis as fitted to Astral Mark II is available for other models, £6 18s 11d. Brake on Standard or Springer chassis, £5 12s 3d. Gregoire suspension unit for Standard chassis only, £8 17s. 6d. Roof luggage carrier for Astral, Astral Mark II and Devon, £1 5s. Two-tone colour scheme for all models except Astral and Astral Mark II £1 10s; two-colour upholstery, £1 10s.

Make	Model	A	B	C	D	E	F	G	H	J	K	L	£	s	d
CANTERBURY	Avenger occ. double-adult saloon	88	23	44	22	37	20 x 18	21 x 20	24	—	156	—	59	8	3
	Carmobile three-seat saloon	93	33	50	32	37	27 x 14	22 x 30	35	8 x 31 x 20	254	63	130	7	1
	Challenger single-seat saloon	83	22	47	21	34½	18 x 19	22 x 19	—	28 x 21 x 17	114	—	55	18	6
	Continental child-adult saloon	88	27	40	26	36	18 x 22	22 x 20	25	12 x 26 x 17	178	69	111	9	8
	Conqueror double-adult saloon	95	22	48	21	39	18 x 19	22 x 19	28	14 x 22 x 19	176	—	70	8	11
	Demon single-seat saloon	68	22	54	21	33	17 x 18	21 x 20	—	18 x 21 x 18	82	35	65	19	9
	Eagle double-adult saloon	93	27	53	26	37	19 x 18	22 x 24	32	8 x 26 x 18	223	63	116	1	3
	Hawk single-seat saloon	83	27	55	26	27	19 x 18	22 x 24	—	26 x 26 x 18	166	63	96	11	1
	Javelin double-adult saloon	93	27	42	26	36	18 x 22	22 x 20	27	13 x 26 x 17	225	69	119	16	0
	Snipe single-seat sports	92	27½	55	26	35	18 x 22	23 x 22	—	25 x 26 x 16	120	69	119	16	0
	Sportsmobile double-adult tourer	92	32	48	31	34	14 x 27	22 x 31	—	35 x 31 x 15	170	63	126	10	2
	Valiant child-adult saloon	83	22	53	21	36	17 x 18	21 x 22	22	7 x 22 x 17	114	—	39	1	4
	Venom occ. double-adult saloon	86	27	49	26	37	19 x 18	22 x 24	28	8 x 26 x 18	190	63	100	0	9
	Victor child-adult saloon	88½	22	44	21	35½	18 x 19	22 x 19	22	9 x 22 x 18	157	—	65	13	8
	Lightweight commercial box	40	23	—	—	17½	—	—	—	—	25	35	42	8	6
	Competition	—	—	—	—	—	—	—	—	—	—	—	85	15	3

MANUFACTURERS: Canterbury Sidecars, Ltd., Arisdale Avenue, South Ockendon, Romford, Essex. *EXTRAS:* Prices quoted for Avenger, Challenger, Conqueror, Valiant and Victor are for bodies only; chassis available—GMC/3A, £35 17s 4d (not Conqueror); GMC/6A, £37 2s 9d (not Challenger, Valiant or Victor); GMC/7A, £41 18s 7d. On GMC/3A/6A/7A chassis—brake (wire wheel), £6 1s 1d; brake (disc wheel), £6 16s 1d; disc wheel without brake, £1 11s 3d. On GMC/9A chassis (Carmobile, Eagle, Hawk, Sportsmobile, Venom) brake (wire wheel), £6 19s 10d; brake (disc wheel), £7 14s 9d; disc wheel without brake, £1 11s 3d.

Make	Model	A	B	C	D	E	F	G	H	J	K	L	£	s	d
GARRARD	Silver Cloud double-adult saloon	84	28	—	24	44	18 x 18	18 x 24	40	10 x 35 x 20	—	—	117	6	2
	Grand Prix single-seat sports	82	28	—	18	34	—	—	—	18 x 15 x 26	—	—	96	13	8
	S90 Standard	82	35	—	18	35	18 x 15	18 x 15	—	30 x 16 x 14	—	—	109	16	4
	S90 Drophead	82	35	—	18	35	18 x 15	18 x 15	—	30 x 16 x 14	—	—	140	11	3
	Competition	—	—	—	—	—	—	—	—	—	—	—	78	0	0
	Commercial box	—	—	—	—	—	—	—	—	—	—	—	65	0	0

MANUFACTURERS: Garrard Sidecars, Ltd., 78, Walmer Road, London, W.10. *EXTRAS:* Nylon floor rug for Silver Cloud, £3. For Grand Prix—brake £9 7s 2d; luggage grid, £4; matching number plate and stop-lamp, £3; grab rail and sidelights, £2 15s; bumper bar, £2; safety bar, £8 10s. Child's seat in S90, £5. Weights of bodies and chassis not available.

Make	Model	A	B	C	D	E	F	G	H	J	K	L	£	s	d
HILLSBOROUGH	Lonsdale double-adult saloon	94	24	34½	22	36	21 x 15	19 x 19	26	12 x 21 x 24	—	—	137	10	8
	Abbeydale double-adult saloon	94	24	34½	22	36	21 x 15	19 x 19	26	12 x 21 x 24	—	—	131	12	3
	Derwent child-adult saloon	89	24	32½	22	34	21 x 15	19 x 19	26	12 x 21 x 24	—	—	128	16	1
	Rivellin child-adult saloon	89	24	32½	22	34	21 x 15	19 x 19	26	12 x 21 x 24	—	—	121	12	7
	New Cotswold single-seat saloon	89	24	42	22	33	15 x 21	28 x 19	—	36 x 22 x 22	—	—	120	1	5
	Langsett single-seat saloon	89	24	42	22	33	15 x 21	28 x 19	—	36 x 22 x 22	—	—	113	16	8
	Regent child-adult saloon	89	24	32½	22	34	21 x 15	19 x 19	26	12 x 21 x 24	—	—	128	16	1

MANUFACTURERS: Hillsborough Sidecars (Coachbuilders), Co., Ltd., 78, Landor Road, Sheffield, 6. *EXTRAS:* Sprung wheel, £5; brake, £5 7s 6d; telescopic sprung wheel with brake, £12 10s. Weights of complete sidecars—Lonsdale and Abbeydale, 220 lb; Derwent, Rivellin and Regent, 215 lb; New Cotswold and Langsett, 200 lb.

Make	Model	A	B	C	D	E	F	G	H	J	K	L	£	s	d
RANKIN	Watford child-adult saloon	82	24	42	23	34	17 x 15	22 x 24	16	24 x 24 x 9	100	112	71	3	7
	Lifford single-seat saloon	82	24	43	23	34	17 x 15	22 x 24	—	31 x 17 x 19	100	112	69	18	7
	Bedford double-adult saloon	89	25	44	22	36	17 x 18	23 x 22	25	8 x 24 x 23	136	112	86	15	5
	Cranford child-adult saloon	84	25	44	22	36	16 x 14½	23 x 22	17	9 x 24 x 23	120	112	81	3	2
	Cranford de Luxe c-a saloon	84	25	44	22	36	16 x 14½	23 x 22	17	9 x 24 x 23	120	112	91	2	9
	MANUFACTURERS: Rankin Sidecars, Ltd., Ash Road, Saltley, Birmingham, 8. All bodies fitted on the Watsonian VG21 chassis.														
RAVEN	Victor double-adult saloon	90	23	48	22	36	22 x 21	16 x 18	31	14 x 18 x 19	120	—	44	18	3
	Victor de Luxe d-a saloon	94	22½	46	21½	37	19 x 19	19 x 22	28	17 x 21 x 19	145	—	56	2	9
	Hertford child-adult saloon	84	23	47	23	35	22 x 21	18 x 16	22	18 x 24 x 14	85	—	34	18	7
	Hertford de Luxe c-a saloon	90	23	46	21	35	22 x 21	18 x 16	22	18 x 21 x 18	90	—	38	13	6
	Essex child-adult saloon	90	23	47	21	36	22 x 21	18 x 16	26	19 x 22 x 14	100	—	41	3	5
	Grange single-seat saloon	80	23	50	23	35	22 x 20	18 x 20	—	29 x 19 x 19	80	—	32	8	9
	Cadmore single-seat sports	70	22	50	21	—	18 x 16	18 x 14	—	19 x 18 x 16	60	—	22	9	0
	Ashby de luxe three-seat saloon	96	24	42	23	41	19 x 18	22 x 14	40	22 x 20 x 12	195	—	62	7	6
	MANUFACTURERS: Raven Sidecars, North Side, Cadmore Lane, Cheshunt, Herts. Bodies only are listed.														
STEIB	TR500 single-seat tourer	80	22	50	18	35	18 x 17½	19½ x 18½	—	24 x 17½ x 16½	—	—	110	14	3
	S501 single-seat tourer	75	21	47	17	31½	16 x 17	21 x 17	—	21 x 16½ x 14½	—	—	97	12	4
	S350 single-seat tourer	76	21	46	17	31	16 x 17	21 x 17	—	21 x 17 x 12	—	—	83	17	11
	S250 single-seat tourer	75	21	46½	18	33	18 x 17	21 x 17½	—	23½ x 18½ x 17½	—	—	88	17	8
	LS200 single-seat tourer	73	20	44	16	31½	15 x 16	20 x 18	—	23 x 16 x 15½	—	—	74	4	6
	RS1 Scooter single-seat tourer	71	20	44	16	31½	15 x 15½	18½ x 17	—	23 x 16 x 15½	—	—	89	13	11
	RS2 Scooter single-seat tourer	71	20	44	16	31½	15 x 15½	18½ x 17	—	23 x 16 x 15½	—	—	97	6	1
	CONCESSIONAIRES: A.F.N., Ltd., 400, London Road, Isleworth, Middlesex. *EXTRAS:* For TR500—brake, £19 12s 11d; screen, £3 10s; tonneau cover, £3 10s; hood, £9 10s; luggage carrier, £6; hydraulic suspension damper, £3 9s. For S501—brake, £14 19s 5d; luggage carrier, £6; damper, £3 9s. For S350—brake, £9 19s 7d. For S250—brake, £11 4s 7d; damper, £3 9s. For LS200—brake, £12 9s 6d. For all models with exception of TR500—hood, £8 10s; tonneau cover, £2 17s 6d; screen, £2 17s 6d. Special attachments for machines with pivoted-fork frames, £3 17s 6d (not applicable to RS1 and RS2). RS1 is for scooters with under-12in diameter wheels; RS2 for over-12in wheels. Weights of complete sidecars TR500—198 lb; S501—176 lb; S350—154 lb; S250—155 lb; LS200—132 lb; RS1—102 lb; RS2—102lb.														
STREAMLINE	Regal double-adult saloon	98	25	48	23	35	17 x 16	23 x 22	28	22 x 22 x 9	135	—	57	7	8
	Renown single-seat saloon	81	25	49	23	—	16 x 16	23 x 22	—	22 x 22 x 8	70	—	39	9	11
	Royal child-adult saloon	85	24	47	22	—	16 x 16	22 x 22	21	22 x 22 x 6	100	—	36	11	6
	MANUFACTURERS: Streamline Sidecars, Ltd., 1, Rectory Lane, Loughton, Essex. Bodies only are listed														

Make	Model	A	B	C	D	E	F	G	H	J	K	L	£	s	d
SURREY	Beddington double-adult saloon	92	23½	49	21½	37	17 x 17	19 x 19	27	12 x 20 x 21½	120	70	87	6	8
	Coulsdon double-adult saloon	86	23½	51	21½	33	17 x 17	16 x 16	22	21½ x 20 x 10½	100	70	81	1	6
	Rambler Major single-seat saloon	82	23½	53	21½	36	18½ x 14	21 x 20½	—	30 x 20 x 19	65	60	79	17	8
	Rambler single-seat saloon	72	22½	50	20½	36	16½ x 13	19 x 17	—	24 x 20½ x 17½	55	50	69	17	8
	Rambler Minor single-seat saloon	72	22½	50	20	35	16½ x 13	19 x 17	—	24 x 20½ x 16	50	35	66	14	9
	Commercial Box	41	21½	—	—	—	—	—	—	—	30	35	42	10	0
	MANUFACTURERS: Surrey Sidecars, Ltd., Station Works, Coulsdon, Surrey. *EXTRAS:* Brake, £7 9s 8d (available for Beddington, Coulsdon and Rambler Major only).														
SWALLOW	Vulcan Mk. 3 double-adult	89	25	47	23	34	20 x 18	23 x 21	24	—	176	75	115	0	0
	Jet 80 single-seat sports	82	20	47	17	28	18 x 15	17 x 21	—	23 x 19 x 19	61	120	107	10	0
	Comet Mk. 3 child-adult	84	24	44½	21	33½	20 x 18	21 x 21	18½	19 x 20 x 19	158	75	100	0	0
	Swift single-seat tourer	68	23	48	21	32	18 x 16	21 x 21	—	15 x 18 x 17	74	51	65	0	0
	Sprite single-seat saloon	68	23	50	21	32	18 x 16	21 x 21	—	15 x 18 x 17	68	51	67	10	0
	Tudor single-seat saloon	79½	24	48½	22	34	19 x 17½	22 x 21	—	20 x 20 x 18	132	75	97	10	0
	MANUFACTURERS: Swallow Coachbuilding (1935), Ltd., Albion Road, Great, Birmingham, 11. *EXTRAS:* Vulcan, Comet and Tudor fitted on Pathfinder chassis but are obtainable with the Velvet Mk. I chassis (weight 102 lb) at no extra charge, or Velvet Mk. II (98 lb) which includes brake and sprung wheel, £8 10s. Brake for Velvet Mk. I and Pathfinder chassis, and for Jet 80, £6 10s. Mudguard with lamp on Vulcan, Comet and Tudor, £2 10s. Wheel embellisher on Velvet Mk. II chassis and on Swift and Sprite sidecars, 15s. White-wall tyre, £1.														
WATSONIAN	Oxford double-adult saloon	90	35	48	25	34	17 x 16	17 x 17	24	16 x 18 x 7	158	98	137	10	0
	Cambridge double-adult saloon	101	25½	53	23	36	18 x 17	19 x 19	28	23 x 17 x 7½	200	120	112	10	0
	Monarch single-seat tourer	86	24	56	23	36	18 x 16	22 x 23	—	31 x 24 x 17	122	112	85	0	0
	Monarch single-seat semi-coupé	86	24	56	23	36	18 x 16	22 x 23	—	31 x 24 x 17	116	112	87	10	0
	Maxstoke child-adult saloon	84	23	54	21	35	18 x 16	23 x 21	23	—	148	112	92	10	0
	Light Maxstoke child-adult saloon	84	23	54	21	32	18 x 16	22 x 23	23	—	115	112	72	10	0
	Ascot single-seat saloon	86	23	56	21	35	18 x 16	22 x 23	—	27 x 23 x 15	142	112	89	10	0
	Ascot de Luxe single-seat saloon	84	23	56	21	35	18 x 16	22 x 23	—	27 x 23 x 15	136	112	95	0	0
	Marlow single-seat tourer	68	23	48	21	32	18 x 16	22 x 21	—	15 x 18 x 17	74	55	58	10	0
	Eton single-seat saloon	68	23	50	21	32	18 x 16	22 x 21	—	15 x 18 x 17	68	55	60	0	0
	Avon single-seat tourer	84	23	52	21	34	18 x 16	19 x 21	—	26 x 21 x 16	96	112	77	10	0
	Monaco single-seat tourer	87	23	56	21	34	18 x 16	24 x 21½	—	27 x 21 x 20	—	—	127	10	0
	Bambini single-seat tourer	72	26	52	21	32	18 x 16	18 x 18	—	17 x 17 x 13	50	51	75	0	0
	MANUFACTURERS: Watsonian Sidecars, Ltd., Albion Road, Great, Birmingham, 11. *EXTRAS:* For SV chassis (Oxford)—wheel embellisher, 15s. For VG chassis (Cambridge)—brake, £5; sprung wheel, £5. For VG21 chassis (Monarch, Monarch de Luxe, Maxstoke, Light Maxstoke, Ascot, de Luxe and Avon)—brake, £5; sprung wheel, £5. White-wall tyre on any chassis, £1. Models on VG and VG21 chassis on the alternative SV chassis (which includes brake and sprung wheel as standard), £8 10s extra. Light Maxstoke also offered on alternative LG Mk. I chassis, total price, £67 10s; brake, £5; wheel embellisher, 15s. Models on LG Mk. I chassis (Marlow and Eton) on alternative VG21 chassis, £7 extra. For Monaco and Bambini—wheel embellisher, 15s. Monaco is of monoque construction; weight 202 lb														
WESSEX	Single-seat tourer	90	32½	49	23	33	17 x 17	17 x 17	—	30 x 22 x 20	—	—	112	5	6
	Child-adult saloon	90	32½	49	23	33	17 x 17	17 x 17	16	14 x 16 x 10	—	—	125	19	11
	MANUFACTURERS: Wessex Sidecars, Ltd., High Street, Othery, Bridgwater, Somerset. *EXTRAS:* Brake £12 9s 6d; luggage carrier, from £2 12s 6d (single-seat), £3 15s (child-adult); bumper bar, from £2 2s 6d. Sidecars are of monoque construction—total weights 115 and 133 lb respectively														

Three-wheelers

Make	Model	Capacity, Bore, Stroke and Type of Engine	Ign.	Gear Ratios	Capacity Fuel Oil	Susp. F R	Size of Tyres Front	Size of Tyres Rear	Wt. lb	Price £ s d
B.M.W.	Isetta Plus	298 c.c. 72 x 73mm o.h.v.	C	6.1 8.17 12.18 23.21 (reverse 30.0)	2½g 3pt	PL LS	4.00 x 10	5.20 x 10	770	365 19 6
	Isetta Standard	298 c.c. 72 x 73mm o.h.v.	C	6.1 8.17 12.18 23.21 (reverse 30.0)	2½g 3pt	PL LS	4.00 x 10	5.20 x 10	770	339 19 6
	CONCESSIONAIRES: Isetta of Great Britain, Ltd., New England Street, Brighton, 1. *EXTRAS:* For both models—spare wheel and tyre, £6 6s 6d; luggage carrier, £6 10s; undershield, 17s 6d; lockable petrol cap, £1 8s; exterior mirror, £1 2s 6d; pedal rubbers, 3s 6d; cover, £3 1s 4d; white-wall tyres, 10s each. Additional for Standard model (included in Plus specification)—front bumpers, £5; rear bumpers, £2 17s 6d; rear overriders, £1 5s 6d; hub caps (set), £1 14s; grab handle, 8s 6d; heater, £10. Models with close-coupled rear wheels—Standard, £349 19s 6d; Plus, £365 19s 6d; Plus with Selectroshift transmission, £424 19s; invalid carriage, £424 19s; 4 cwt Van, £347 7s 3d.									
BOND MINICAR	Mark D Tourer	197 c.c. 59 x 72mm t.s.	C	4.97 6.8 11.0 15.9	2½g —	PA PA	4.00 x 8	4.00 x 8	520	335 5 3
	Mark D Saloon	197 c.c. 59 x 72mm t.s.	C	4.97 6.8 11.0 15.9	2½g —	PA PA	4.00 x 8	4.00 x 8	520	399 10 6
	Mark F Tourer	247 c.c. 66 x 72mm t.s.	C	4.97 6.8 11.0 15.9	3½g —	PA PA	4.00 x 8	4.00 x 8	672	379 13 9
	Mark F Coupé	247 c.c. 66 x 72mm t.s.	C	4.97 6.8 11.0 15.9	3½g —	PA PA	4.00 x 8	4.00 x 8	672	379 13 9
	Mark F Saloon	247 c.c. 66 x 72mm t.s.	C	4.97 6.8 11.0 15.9	3½g —	PA PA	4.00 x 8	4.00 x 8	672	389 14 6
	MANUFACTURERS: Sharpe Commercials, Ltd., Bond Minicar and Scooter Works, Preston, Lancashire. *EXTRAS:* Reverse switching, £10 4s.									
CORONET	Coupé	328 c.c. 58 x 62mm t.s. twin	C	5.81 9.3 15.2 (reverse 19.0)	4½g —	PL PA	5.20 x 13	5.20 x 13	812	449 15 6
	MANUFACTURERS: Coronet Cars, Ltd., Denham, Bucks.									
HEINKEL	Cruiser	198 c.c. 64 x 61.5mm o.h.v.	M	5.83 8.08 12.07 23.14 (reverse 20.37)	2½g 2½pt	PA PA	4.40 x 10	4.40 x 10	535	403 6 6
	CONCESSIONAIRES: International Sales, Ltd., 34/40, Palfrey Place, London, S.W.8.									
LAMBRETTA	FD Utility	148 c.c. 57 x 58mm t.s.	M	6.01 11.40 25.15	1½g —	TL LS	4.00 x 8	4.00 x 8	448	243 12 1
	FDC de Luxe	148 c.c. 57 x 58mm t.s.	M	6.62 13.05 26.80	2½g —	TL LS	4.00 x 8	4.00 x 8	448	272 13 6
	CONCESSIONAIRES: Lambretta Concessionaires, Ltd., Beverley Works, Kingston By-pass, London, S.W.20. *EXTRAS:* For FD Utility—wooden box body, £38 14s; open truck body, £28 18s. For FDC—van body, £57 10s 6d; truck body, £32 10s; rubber mat for cab floor, £2 2s 6d. Both are commercial vehicles.									

Make	Model	Capacity, Bore, Stroke and Type of Engine	Ign.	Gear Ratios	Capacity Fuel Oil	Susp. F R	Size of Tyres Front	Size of Tyres Rear	Wt. lb	Price £ s d
MESSERSCHMITT	KR 200 Sports Saloon	191 c.c. 65 x 58mm t.s.	C	4.25 6.2 9.3 17.75	2½g —	PA PA	4.00 x 8	4.00 x 8	506	339 13 6
	KR 200 Sports Cabriolet	191 c.c. 65 x 58mm t.s.	C	4.25 6.2 9.3 17.75	2½g —	PA PA	4.00 x 8	4.00 x 8	507	346 3 6
	KR 201 Convertible	191 c.c. 65 x 58mm t.s.	C	4.25 6.2 9.3 17.75	2½g —	PA PA	4.00 x 8	4.00 x 8	507	339 13 6
	CONCESSIONAIRES: Cabin Scooters (Assemblies), Ltd., 80, George Street, London, W.1. *EXTRAS:* Spare wheel—all models, £5 5s; sun cover, £2 15s; luggage carriers silver enamelled, £3 3s; chrome, £5 5s; sun visors; internal 15s; external, £5 15s; mirror, £1 5s 6d; clock, £4 12s; carburettor service kit, 10s 6d; cleaning kit, £1 3s; air deflectors for KR 200, £1 7s; radio sets from £22 10s; kit for converting Perspex dome to cabriolet specification, £24.									
RELIANT	Regal Mark IV	748 c.c. 56 x 76mm s.v. water-cooled four	C	4.38 6.36 10.8 18.66 (reverse 18.66)	4g 5pt	PA LS	5.20 x 13	5.20 x 13	below 8 cwt	449 14 10
	5-cwt Van	748 c.c. 56 x 76mm s.v. water-cooled four	C	5.14 7.45 12.69 21.94 (reverse 21.94)	4g 5pt	PA LS	4.50 x 14	4.50 x 14	below 8 cwt	381 9 3
	5-cwt pick-up Van	748 c.c. 56 x 76mm s.v. water-cooled four	C	5.14 7.45 12.69 21.94 (reverse 21.94)	4g 5pt	PA LS	4.50 x 14	4.50 x 14	below 8 cwt	381 9 3
	MANUFACTURERS: The Reliant Engineering Co. (Tamworth), Ltd., Two gates, near Tamworth, Staffs. *EXTRAS:* Spare wheel, £8 5s; bumpers, £7 10s. Regal Mk. IV is available in hardtop or coupé form at price mentioned.									
SCOOTACAR	Scootacar	192 c.c. 59 x 72mm t.s.	C	4.65 6.37 9.76 16.7	2½g —	P PA	4.00 x 8	4.00 x 8	504	297 10 0
	MANUFACTURERS: Scootacars, Ltd., 125, Jack Lane, Leeds, 10. *EXTRAS:* Reverse switching, £10; spare wheel and tyre with mounting bracket, £4 15s.									
TOURETTE	Senior	197 c.c. 59 x 72mm t.s.	C	4.53 5.76 8.06 13.33	2½g —	PA PF	4.00 x 8	4.00 x 8	500	325 1 0
	De Luxe	197 c.c. 59 x 72mm t.s.	C	4.53 5.76 8.06 13.33	2½g —	PA PF	4.00 x 8	4.00 x 8	500	345 5 0
	MANUFACTURERS: Carr Bros. Garages, Ltd., 53, Whyteleafe Road, Purley, Surrey.									

Abbreviations: M=magneto; C=coil; PL=pivoted linkage; TL=trailing link; P=plunger; PA=pivoted arm; PF=pivoted fork; LS=leaf spring; CS=coil spring; F=front; R=rear; c.c.=cubic centimetres; mm=millimetres; t.s.=two-stroke; s.v.=side-valve; o.h.v.=overhead-valve; g=gallons; pt=pints; in=inches; wt=weight. *Prices of vehicles include British purchase tax. Prices also include tax where applicable on extras ordered with a vehicle; in some cases tax is not charged if extras are bought separately.*

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D.1.

Question and Answer

DIRTY PANNIERS

THE LEATHERETTE pannier bags on my machine are extremely shabby in appearance as dirt and road grit have become ingrained. Could you describe the best method of cleaning the bags and restoring them to a more presentable condition? P. HARTLEY
Guildford.

Use a good-quality soap obtainable from most leatherwork or shoe-repairing shops. Apply the soap with a clean, moist sponge, rinsing out the absorbed dirt frequently. Several applications may be necessary to remove all the ingrained dirt and it may be found best to tackle a small section of each bag at a time. When the work is completed the bags should be allowed to dry out slowly in a warm, dry room. Then polish the leatherette with a soft cloth. The final result should be clean, nicely polished bags and the appearance will be retained longer if you make a practice of applying a wax or silicone-base polish from time to time.

TROUBLESOME WHEEL

IN SPITE OF securely locking the rear-wheel spindle nuts on my six-fifty twin after adjusting the chain, I sometimes find that the chain has slackened after a few miles. Surely this could not be due to wear? E. WILLIAMS
Gloucester.

It is assumed that the spindle nuts, washers and rear fork ends are undamaged—particularly that their faces are absolutely flat. However, unless the adjusting bolts, which either push or pull the spindle, are properly tensioned after the spindle nuts have been tightened, the tendency is for the spindle to move forward in the slots once the power has been turned on, thus slackening the chain. The best practice is to carry out the chain adjustment in the usual way. Tighten the spindle nuts and check the chain setting again. If all is well, tighten the adjusters so that they are lightly pushing (or pulling) rearward against the spindle before tightening their lock nuts.

It might be noted that with a primary drive the chain will usually become tighter in use if the gear box retaining bolt(s) permits movement. Therefore, when resetting a primary chain, tighten the adjuster to prevent rearward movement of the gear box after the retaining bolt has been pulled up.

EXHAUST BACKFIRING

RECENTLY I decarbonized my engine and now I am experiencing backfiring in the exhaust system whenever I close the throttle. The pilot-jet setting was not altered, and the silencer was undisturbed although the exhaust system was taken off complete. The ignition timing is correct. Can you suggest a cure? M. J. HAYNES
Derby.

When you decarbonized the cylinder head you probably cleaned the carbon from around the mouth of the exhaust port. This would tend to break the air-seal which the carbon had formed between the exhaust pipe and the port and perhaps the joint is now blowing slightly; it will seal as carbon forms. A leak at any point in the exhaust system is likely to cause backfiring and therefore you might check also the joint between the pipe and silencer. Another thought is that although the carburettor pilot-jet setting was not altered you would have removed the carburettor from the head. Was the joint remade properly? If not, an air leak will be occurring and the resultant weak mixture causing explosions in the silencer on the overrun.

OUR INFORMATION service is open to all readers. Questions should be addressed to the Editor, "The Motor Cycle," Dorset House, Stamford Street, London, S.E.1, and, whether intended for publication or not, must be accompanied by a stamped addressed envelope for the reply

UNLADEN WEIGHT

I INTEND to build a three-wheeler and would like to know the maximum unladen weight that will allow it to come within the £5 a year taxation group. Also what is meant by the term unladen weight?
Newton Abbot. G. HOLLINGSWORTH

The unladen weight of your three-wheeler must not exceed 8cwt to qualify for the £5 tax. Unladen weight is defined in the Vehicles (Excise) Act, 1949 as "the weight of the vehicle inclusive of the body and all parts (the heavier being taken where alternative bodies or parts are used) which are necessary to or ordinarily used with the vehicle when working on a road, but exclusive of the weight of water, fuel or accumulators used for the purpose of the supply of power for the propulsion of the vehicle, and of loose tools and loose equipment."

VALVE SPRINGS

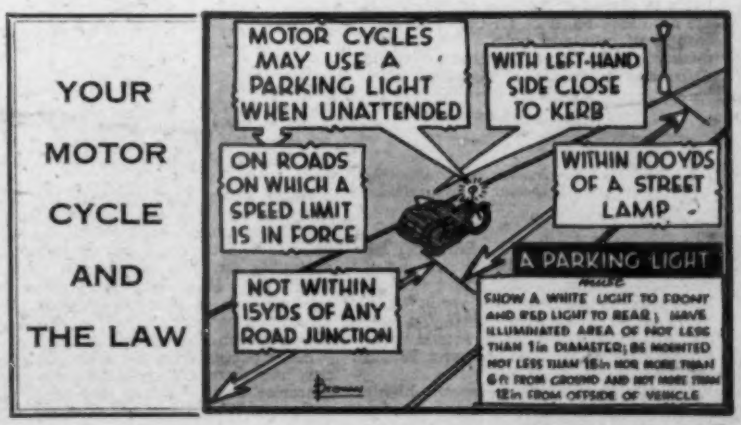
MY VALVE SPRINGS have been in use for many thousands of miles, and the machine had already covered an unknown mileage when I bought it. How much reduction in length can be tolerated before new springs are fitted? M. COOKSON
Torquay.

As a general guide, when a valve spring has shortened by one-eighth of its original free length it should be scrapped and a new spring fitted.

WATERLOGGED CABLES

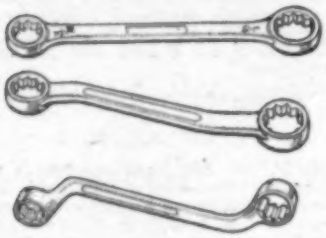
WHEN MY MACHINE has been out in heavy rain for any length of time, the clutch cable becomes very stiff in operation. I have tried lubricating it and covering the exposed end at the lever but the trouble persists. What is the cure?
Tamworth, Staffs. W. E. HARRIS

Water can seep through fabric-covered control casings and cause stiff operation. The simplest remedy is to fit a plastic-covered casing through which water cannot penetrate. If you do not wish to go to that expense, fit a nipple-type lubricator in the present casing. Regular use of the oil gun on the nipple will force lubricant right along the wire, keep water at bay and ensure that the cable slides freely in the casing.



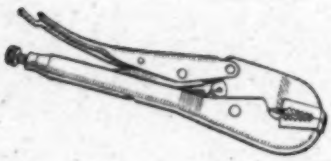
RIDER TO RIDER NO. 2

Depicted above is a slim Terrys tappet spanner and below three different types of ring spanner



Tools for Your Pleasure

Amal jet keys (above) are made in two sizes. The 7in Mole Grip (below) has many uses



VIC WILLOUGHBY Says There's Fun to be Had in the Workshop—If the Equipment is Sound

YOU can't get the best from a visit to the Show without having a nose around the gallery to look at the tools—for quite a bit of the pleasure of motor cycling stems from their use. If you are ordering a new model there will, of course, be a kit in the tool box when you take delivery. But at best it is intended only for day-to-day maintenance—you can scarcely expect the maker to equip your workshop.

That you must do yourself and preferably by easy stages, for a small fortune can be spent on tools. There is no wisdom in laying out a lot of money on an elaborate gadget, however attractive, if it is going to be used only once in a blue moon. Better by far to buy the things you want piecemeal as the need arises.

At Earls Court there is a fine selection of really sound tools. The simplest is the ordinary open-ended spanner. But for all its simplicity it is worth buying the best you can afford—and that goes for all tools. Cheap open-ended spanners are liable to spread at the jaws and then they are a positive nuisance for they round the corners of nuts and bolts. The better-quality articles bear a reputable brand name and are made of high-duty steel,

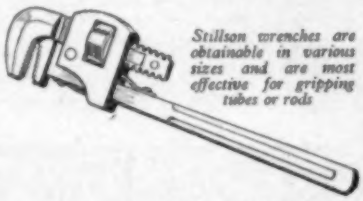
The cranked handle allows this plug spanner to clear cylinder-head fins

such as chrome-vanadium. But don't fall for the old catch of a brand new set of best-quality spanners offered by a stranger for a song. Make sure they are in Whitworth or B.S.F. sizes (or AF if you have an Ariel Leader): a set of metric spanners is of precious little use on a British machine!

Incidentally, a colleague speaks highly of the new Surpans open-ended spanner

Garringtons 6in adjustable-cum-ring spanner

designed to bear approximately on the middle of four of the flats instead of at the end of two. Not the least of its advantages is that it can be used on badly worn nuts. Prices range from 2s 1d for $\frac{1}{4}$/$\frac{3}{16}$in to 5s 1d for $\frac{7}{16}$/$\frac{1}{2}$in; a set of six in a clip costs 19s 6d. Tappet adjustment on many engines requires the use of extra-thin



Stillson wrenches are obtainable in various sizes and are most effective for gripping tubes or rods

spanners and those shown by Terrys at 2s or 2s 6d a pair (according to size) have incurred my blessing many a time—and not only for tappets but for other nuts inaccessible to a spanner of ordinary thickness.

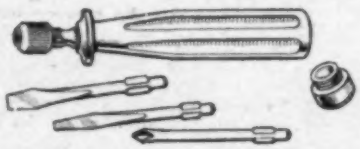
Many riders seem unaware that ring spanners are obtainable in straight pattern as well as cranked. The former is preferable, in fact, where a nut is sufficiently accessible, for a cranked spanner tends to tilt in use. Poor accessibility often dictates the use of a cranked spanner, but remember various degrees of crank are obtainable, shallow as well as deep.

Some purists abhor the adjustable spanner, and there are certainly some crude examples about. But a well-made one, such as a King Dick or Lucas, can be a boon for odd sizes of hexagon and I always carry a 4in model when awheel. Garringtons have an attractive 6in pattern on show at 12s 6d with the handle formed into a ring spanner. That thought brings me to the 10in Stillson wrench priced at 14s 8d. I bought one for my workshop some years ago and have never regretted it. It gets a wonderful grip on tubes or rods and, used with discretion, will remove the most obstinate carburettor mixing-chamber top without damage.

Even more handy in that class of tool is the 7in Mole Grip (price 12s 6d) for it is small enough to be carried in tool box or haversack. Its toggle action gives it a tremendous grip and its uses are almost limitless, as any I.S.D.T. rider will tell you.

I was delighted to see that Amals are still offering their little jet keys—one size for Monobloc, TT and GP carburettors (2s), another for the remainder (1s 6d). I cherished my jet key until some person unknown thought I could spare it; now I'll get another. They are so convenient in the limited space around some carburettors.

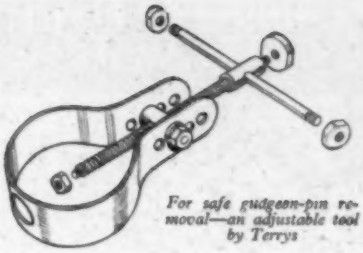
Finally, on the subject of spanners, Brown Brothers are showing a plug span-



The STL three-in-one screwdriver copes with single- and cruciform-slot screws

ner with a cranked handle (3s) which looks just right for clearing awkward cylinder-head fins. Last week's article ("More Than Just a Bung") illustrated four different types of plug spanner; this one might suit where they fail.

A tiny fine-cut file for use on contact-breaker points or piston high spots

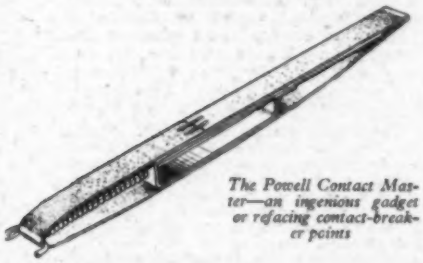


For safe gudgeon-pin removal—an adjustable tool by Terrys

Force without brutality is easy with this two-in-one mallet

I have long been suspicious of combination sets: tools which are claimed to be near-universal sometimes don't do any of their jobs really well. But the STL three-in-one screwdriver (5s) made me swallow my prejudice. The insulated, translucent plastic handle is fitted with a brass chuck which accommodates any of three blades (narrow, broad or cruciform) really firmly. When not in use the blades may be carried in the hollow handle which is sealed by a screw cap.

Feeler gauges are an essential item in any motor cyclist's workshop and it is

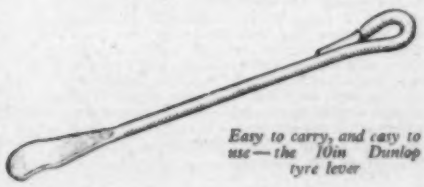


The Powell Contact Master—an ingenious gadget or refacing contact-breaker points

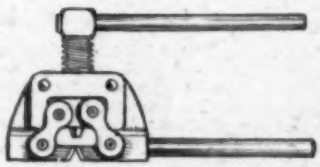
worth paying extra for a stainless set. But the sort with about a dozen blades (from 0.0015 to 0.025in), as shown by most tool exhibitors, is what you want—not the more expensive engineer's type with countless blades going up in steps of half a thou.

STL show a small file with a really fine cut (1s 9d); it is intended for trimming contact-breaker points but would be equally suitable for easing piston high spots. A cunning new gadget for refacing contact-breaker points is the Contact Master on the Powell stand on the ground floor. It consists of a spring-loaded carrier for a narrow band of abrasive paper which you slip between the points; the band can be moved round to spread wear. The tool costs 1s, replacement bands are 4d each.

Have you ever tried to take an obstinate tyre off the rim with the short, spoon-ended levers supplied in some kits? After



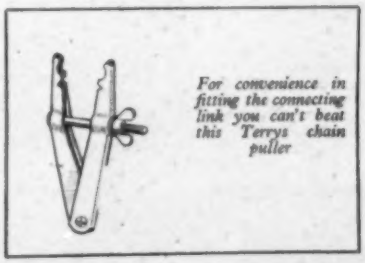
Easy to carry, and easy to use—the 10in Dunlop tyre lever



Whatever the chain size this Renolds rivet extractor will part it with ease

my first attempt I went straight out and bought three hefty 15in levers. They proved ideal in the workshop but too bulky to carry around. I don't know a better compromise than the 10in Dunlop lever shown by Brown Brothers. All six-days' trials riders carry a pair and they cost 2s 6d each.

It may not be often that one needs a chain-rivet extractor but when the occasion arises a robust, adjustable tool such as Renolds are displaying for 18s 5d saves a great deal of trouble. Mine has been in use for more years than I care to re-

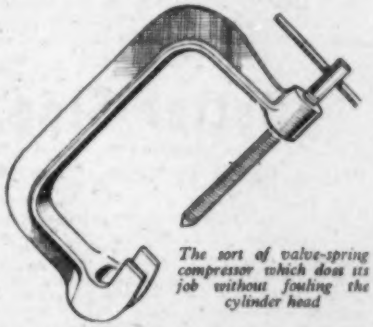


For convenience in fitting the connecting link you can't beat this Terrys chain puller

call and is still as good as new. And though I didn't spot one at Earls Court, I rate equally convenient the little hinged Terrys tool for bringing the end links together and leaving the hands free to insert the connecting link.

The range of jobs that can be undertaken in the workshop is vastly extended if one possesses a really firm bench fitted with a vice. I was disappointed with the vices I saw in the gallery—but after all the London Show is not an engineering exhibition. I raise the matter to stress the limitations for motor cycle maintenance of the small vice which clamps on the edge of a table. Better to put the money towards a proper bench vice with 3in- or 4in-wide jaws. And when you have to apply forceful persuasion, how much kinder it is to the part being clouted to use, instead of a hammer, a mallet with a copper insert at one end of the head and rawhide at the other. Kerry's have one on display at 10s.

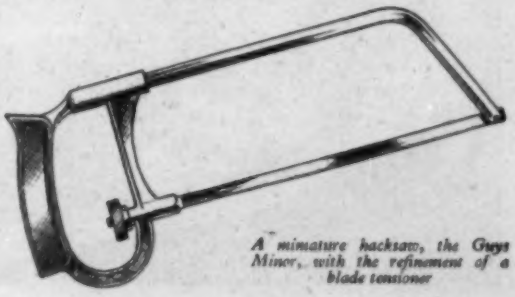
Often there is a small sawing job to do



The sort of valve-spring compressor which does its job without fouling the cylinder head

for which a full-size hacksaw is too big. At 5s 9d the Guys Minor hacksaw on the Kerry's Stand fills the need admirably. It has the luxury of a knurled blade tensioner and, like the best big hacksaws, it has a full loop handle.

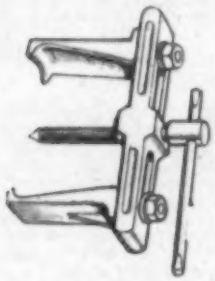
When the time comes to decarbonize or overhaul your engine there are several tools which are just about indispensable. Valve-spring compressors are made in various patterns and, as a rule, the deeper the claw the better. The type to be seen



A minature hacksaw, the Guys Minor, with the refinement of a blade tensioner

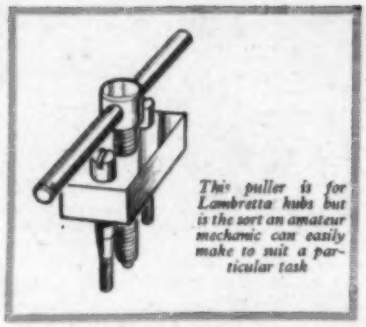
on Brown Brothers Stand (price 9s 6d) is particularly useful. Gudgeon pin removal is much more safely accomplished with a Terrys adjustable extractor than with a hammer and drift. The price is 8s 6d and there are four interchangeable thrust pads.

For drawing magneto sprockets or small timing pinions off their shafts where the surrounding space is limited, an adjustable puller with two really slim jaws such as the Universal model on the M.C.E. Stand (price 15s) is often Hobson's choice. If there is no space even for slim jaws,



M.C.E. Universal puller for magneto sprockets and timing pinions with limited clearance

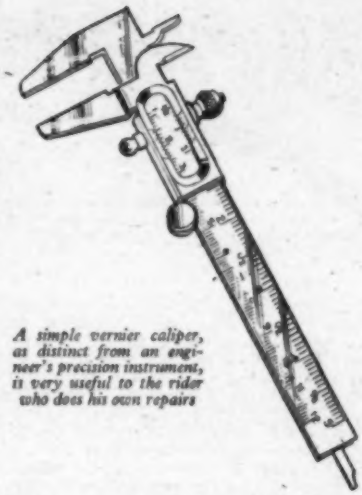
the Lambretta hub puller on the same stand illustrates a type of extractor the amateur mechanic can easily fashion for



This puller is for Lambretta hubs but is the sort an amateur mechanic can easily make to suit a particular task

a special task. Two holes are drilled and tapped in the part to be withdrawn (one on each side of the centre). Corresponding clearance holes for two bolts are drilled in a mild-steel block and between them another hole is drilled and tapped to take a drawbolt.

Finally, the sight of some engineer's vernier calipers on Kerry's Stand reminded me that, though the expense of such precision tools is not warranted for ordinary motor-cycle servicing and tuning, my local tool store sold me some years back a more simple vernier for 3s or 4s (though the cost is probably several times as much now). It has proved extraordinarily useful for measuring bolt and



A simple vernier caliper, as distinct from an engineer's precision instrument, is very useful to the rider who does his own repairs

tube sizes, the thickness of sheet metal, the diameter and depth of holes and so on. The sliding jaw can be finely adjusted by a thumb roller and locked at any setting. Accuracy of reading is 1/128in on one scale and 0.1mm on the other.

Better Stop, Better Go!

Prince Philip to Open Vast New Building in Derbyshire for Research on Brake and Clutch Linings

A HIGHLIGHT in the history of Ferodo, the friction-lining manufacturers of Chapel en le Frith, Derbyshire, will be reached tomorrow (Friday) when H.R.H. the Duke of Edinburgh opens the new Research Division. The size and cost of the building is some indication of the importance of research to the production of even so simple-looking a piece of material as a brake or clutch lining. The floor space covers two acres and the E-shape block cost three quarters of a million pounds. Standing on high ground alongside the Chapel-to-Hayfield road, it faces the magnificent Peak Park scenery which provides Ferodo with its test gradients.

Research department rider takes a reading from a Tapley meter during tests with experimental brake linings on a scooter

Brake-lining research nowadays is concentrated on two fundamentals: the nature of surface friction—still one of the unknowns—and the structure of the raw materials from which linings are made, basically asbestos with resin bonding. Both aims are symbolized in striking murals in the entrance hall of the new building.

In addition to the fundamental research, development and improvement of new and existing materials occupy the division, along with constant checking on production and the devising of new production methods; an experimental production laboratory occupies the far wing from the test house. The work of the laboratories is supplemented by road testing.

Ferodo research is under the control of Dr. R. C. Parker, a familiar figure at racing circuits, which Ferodo utilizes for testing linings under extreme conditions. When Dr. Parker discussed the contemporary position of research with a representative of *The Motor Cycle*, he said that, at the moment, most progress was being made in the interpretation of results obtained in the laboratories; the stage had been reached where the frictional properties of a material could be forecast mathematically without experience on test-house machines. The machines are, however, a vital part of the equipment because only they can give completely controlled wearing out of a brake or clutch lining. Brake drum internal temperature calculations were now possible, said Dr. Parker, but the mathematics involved in the calculation is most intricate.

As regards the newer materials, sintered metal and cerametallics, were still intended for conditions that were far harder than anything encountered on the road. Some idea of their resistance to wear could be gauged from the use of sintered-metal clutch linings in the Vanwall and B.R.M. racing cars. The linings stood up to four grand prix races where conventional linings would have lasted only one. They showed 0.002in of wear at the end of the third race. M. B.

COMPETITION *Commentary* BY RALPH VENABLES

Getting Tough

Auto-Cycle Union Wields the Whip—But Not on All : War-Department Land Agent's Coffers No Deeper From Increased Fees : A Rider to Watch : Poor John Draper

THE A.C.U. competitions committee is clamping down harder on riders proved guilty of various misdeeds. A competitior in the Lomax Cup Trial was suspended for using a machine of a capacity different from that shown on his entry form. Several riders have been suspended for entering more than one meeting on the same day. And others have been suspended for failing to justify their absence from a meeting. Surprisingly few clubmen are aware that General Competition Rule 141 states: "Any driver who has entered for a competition and does not present himself at the start shall be suspended unless he can justify his absence." Yet that sort of thing goes on every weekend; a typical example was the Sunbeam Two-Stroke Trial in Sussex last month when, from an entry of 155, there were 29 non-starters. How many of them, would you suppose, troubled to notify the organizers? Only one!

NEXT in the G.C.R. booklet is another rule frequently ignored by competitors: "Any driver who, having entered a competition, does not make a *bona fide* attempt to succeed, may be deemed guilty of a breach of these rules." Quoting these lines, an Oxford reader asks why it is that riders who won't start in a scramble because the course may not be to their liking go apparently unpenalized. My correspondent travelled to Aldershot on November 2 to see Les Archer and Dave Curtis in the North Hants Scramble. "The course was so waterlogged," he wrote, "that Curtis retired after a few laps—but Archer didn't race at all." Discussing the matter later with Les, I learned that his sole purpose in entering was to test a prototype engine. "Wrecking an engine under such conditions would have been utterly pointless," was the comment he made—but G.C.R. 142 make no provisions for a rider who enters a race merely to test a new machine. Strictly speaking, he is still under an obligation to the organizers and to the public to "make a *bona fide* attempt to succeed."

LAST winter, if you remember, I kicked around the financial problem facing South-Eastern Centre scrambles organizers who wanted to run fixtures on War Department land. Perhaps "wanted" is the wrong word, since W.D. land is not the best scrambles going imaginable. But with the increasing shortage of private ground in the Home Counties it is often a case of army land or none at all. Anyway, when the W.D. land agent put up his fee per meeting to £50 the situation looked utterly black. And as we come to the end of the first scrambles season under the revised charges scale it is evident that South-Eastern Centre scrambling at Pirbright has been pretty well killed. The fixture list for 1958 showed 11 South-Eastern Centre scrambles to be held on army land—but in fact only one (the Bayswater Grand National on March 16) has taken place. Full marks go to the Bayswater Club for pressing on in the face of financial adversity—likewise to the Southern Sporting Club for deciding to hold its Mid-Winter Grand National this coming Sunday and to the Witley Club for going ahead with its plans for the Boxing Day Scramble. But the drastic drop from 11 meets to three is evidence enough that the introduction of the £50 W.D. fee carries an ironical sequel. It has resulted in a much smaller sum going into the W.D. land agent's coffers than would have been the case had charges remained as they were.

Ralph Venables' tip for a solo win in the British Experts' Trial—Sammy Miller (497 Ariel)—in the 1957 event at Ludlow

AT every trial I have watched in the north of England this year I have been told: "Watch Blackie Holden!" The last time I was given this advice was by Artie Ratcliffe at the Scott Trial. And sure enough young Holden was best of the private owners and ahead of such established stars as Bob Manns, John Houghton, Gordon McLaughlan and John Draper. He was, in fact, third-best finisher in the 200 c.c. class, beaten only by Ray Sayer and Roy Peplow. A 20-year-old motor-cycle mechanic from Barnoldswick (just north of the Lancashire-Yorkshire border), Blackburn Holden comes from an enthusiastic family; his father's achievements include winning the three-fifty cup in the 1930 Lancs Grand National on a Velocette. When I first saw Blackie last year he was riding a one-nine-seven Francis-Barnett, but he has now transferred his affections to a Triumph Tiger Cub on which, apart from many local successes, he made runner-up performance in the Allan Jefferies Trial and fourth-best in the Manx Two-Day Trial. He and fellow Triumph Cubbist Ray Sayer are surely the brightest of the new northern stars

WHEN the British Experts' Trial takes place in Shropshire on November 29 it will again be without John Draper. Three times John has been runner-up yet, for the second year in succession, he has failed to qualify. Is there something wrong with the regulations when a man of Draper's calibre is out—and far less skilful riders are in? One premier or two capacity class awards are specified; but Draper seldom rides in national trials which are not manufacturer-supported and there are occasions when a first-class award in a "supported" trial is a greater achievement than a capacity class cup in one of the lesser events. Entries for the "Experts" have closed at 37 solos and 10 sidecars. And if I *must* forecast the winners I would say Sammy Miller and Frank Wilkins. But I consider the results are wide open this year and I can name at least a dozen riders who could score a solo win and no questions asked—which goes to show how even has been the balance between the top-notchers during the past few months.

Letters to the Editor

Mud on the Highway

Terrible Conditions Caused by Road Construction

YOUR editorial regarding mud on the highway (November 6) was much to the point. As you know, a motorway is being constructed in this area and the mud deposited by the contractors on the roads is terrible. A few months ago in one village near here I saw a gang clearing clay from about a mile of road, with the police supervising. The villagers had complained about it and it took two days and nights to clear. Other roads are now as bad but nothing is being done about it. Last week in thick fog I hit a large heap deposited by lorries crossing the main Dunstable-Luton road and nearly came off. Complaints seem to have no effect.

On the same page you referred to the safety of after-dark riding. I have my doubts on this. A few nights ago a friend and I were going to a club meeting along a dark stretch covered by overhanging trees when we saw a light in the hedge—obviously, we thought, a motor cycle parked facing the wrong way. Luckily we were doing only about 35 m.p.h. at the time (my friend rides a lightweight), for our headlights suddenly picked out a huge black van completely blocking the road as it attempted to go through an entrance to a house. A woman with a torch had made no attempt to warn us, even though the approach was round a shallow bend. R. W. IRONS

Luton.

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A Reader's Ideal

Really Hot Two-fifty with Close-ratio Gears

AS a motor cyclist of medium experience (six years), and having ridden six motor cycles of widely different character, I would like if I may to put forward my view as to the ideal machine. First of all, motor cycles capable of a worthwhile performance, i.e., sports five-hundreds and six-fifty twins, are too large and heavy.

I have also come to the conclusion that the bottom gear ratio of roadsters is ridiculously low. Indeed, bottom gear is never used except for about two seconds when starting. Only after owning a three-fifty Gold Star in clubman's trim did I realize the effortless handling in traffic bestowed by the high bottom gear, the throttle response being smooth and uncritical. If speed became a crawl, one simply slipped the clutch which, contrary to popular belief, came to no harm at all; it was adjusted only once in 12 months. I suggest that a higher bottom gear should be made standard, with optional wide ratios for those unfortunates who live in the mountains.

In my opinion, therefore, the ideal machine would have the following points: 1. Norton Jubilee two-fifty engine with twin carburettors and tuned to give approximately 22 b.h.p. 2. Extra large silencers (of pleasing shape) to cope with the large gas flow. 3. Maximum speed to be a genuine 90 m.p.h. to give effortless cruising at 80. 4. Weight not to exceed 240 lb.

Finally, I would like to say that I regard motor cycling as a sport and not simply as a means of getting from one part of the country to another. So let's have a really high-performance lightweight. "Hot Toddy"

Manchester.

Plastic Enclosure

Less Damage in the Event of a Mishap

I NOTE in "Occasional Comments" in your November 6 issue "Ixion" suggests that adverse customer reaction might stem from damage sustained on dropping glass fibre-enclosed two-wheelers. A word from the firm that has possibly the longest experience in servicing machines enclosed with this material would not seem out of place at this time when so many newcomers are adopting glass-fibre plastic for the enclosure of motor cycles.

Our service experience over the past four years shows clearly that naked machines almost invariably fare worse than enclosed models when involved in any form of mishap, both costwise and from the immediate mobility angle. I would, however, state it is essential to use good-quality materials coupled with careful design from the viewpoint of strength and, of course, tensile strength for the same thickness almost doubles if matched metal moulding is used as compared with the more popular lay-up method which does not require costly tooling.

On the dolphin v. full frontal enclosure question, having had experience of both I can only say this: why are present manufacturers and certain journalists putting up such a struggle to ward off the day which will surely come when all two-wheelers are fully enclosed, giving, at last, the weather protection and comfort which our colleagues in the car world have enjoyed for nearly half a century?

It is not generally appreciated what enormous sales are achieved by the car manufacturers as against the relatively small two-wheeler sales—something of the order of ten motor cars to every two-wheeler. It is a position which should surely be reversed when one considers the rapidly increasing traffic congestion and that so many more people can afford two-wheel transport than four. E. J. Davis

Stevenage, Herts. (Vincent Engineers (Stevenage), Ltd.)

Elbow Trouble

Has it Resulted from an Unsprung Front Fork?

DURING the past seven or eight years I have been troubled with a gradually worsening arthritis condition of both elbows. At first it started in the right arm, and in the last year or so has made itself felt in the other. Movement of the right arm is somewhat restricted as far as shaving is concerned, but not for twistgripping!

However, although I underwent an operation for the removal of bone splinters, things are not much better, and I decided to make an appointment with the surgeon who did my operation. It was during my visit to the local doctor to arrange the appointment that he upset me more than somewhat by saying

"This two-stroke you sold me has turned out to be an eight-stroke"

that my particular condition was one attributable to certain types of men, such as those who operate pneumatic drills, *speedway riders* and men whose arms come in for a lot of shocks. Noticing my riding clobber, he calmly said that motor cycling might be the cause.

Now I have ridden an unsprung Corgi daily for the past 10½ years (riding time, 20 minutes a day), and also covered some thousands of miles on my 6T; and I know for certain that my arms were O.K. ten years ago. The surgeon who operated never suggested that motor cycling could be the cause, so I have yet to hear what he has to say. I am therefore curious to know if any of your readers have heard of anything similar.

Nottingham. Frank Shaw

Couldn't Care Less

Riders Unworthy of Being Called Motor Cyclists

WHY all of this bother about unhelpful garages? Your correspondent John M. Gibson (October 23) unwittingly gave the answer in his final paragraph when he wrote: "It would seem that a motor cyclist needs to be a complete mechanic and be prepared to undertake any repair necessary at any time. . . ." Most of the pre-war riders would claim that to be the definition of a

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Really Hot Two-fifty with Close-ratio Gears

AS a motor cyclist of medium experience (six years), and having ridden six motor cycles of widely different character, I would like if I may to put forward my view as to the ideal machine. First of all, motor cycles capable of a worthwhile performance, i.e., sports five-hundreds and six-fifty twins, are too large and heavy.

I have also come to the conclusion that the bottom gear ratio of roadsters is ridiculously low. Indeed, bottom gear is never used except for about two seconds when starting. Only after owning a three-fifty Gold Star in clubman's trim did I realize the effortless handling in traffic bestowed by the high bottom gear, the throttle response being smooth and uncritical. If speed became a crawl, one simply slipped the clutch which, contrary to popular belief, came to no harm at all; it was adjusted only once in 12 months. I suggest that a higher bottom gear should be made standard, with optional wide ratios for those unfortunates who live in the mountains.

In my opinion, therefore, the ideal machine would have the following points: 1. Norton Jubilee two-fifty engine with twin carburettors and tuned to give approximately 22 b.h.p. 2. Extra large silencers (of pleasing shape) to cope with the large gas flow. 3. Maximum speed to be a genuine 90 m.p.h. to give effortless cruising at 80. 4. Weight not to exceed 240 lb.

Finally, I would like to say that I regard motor cycling as a sport and not simply as a means of getting from one part of the country to another. So let's have a really high-performance lightweight. "Hot Toddy"

Manchester.

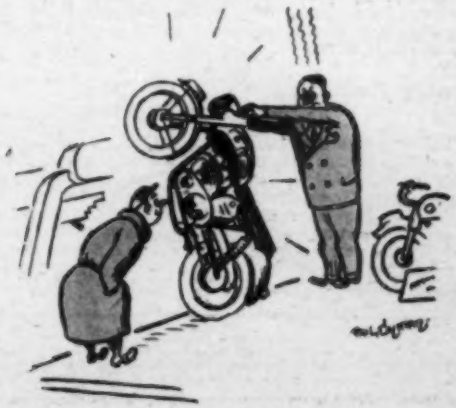
Plastic Enclosure

Less Damage in the Event of a Mishap

I NOTE in "Occasional Comments" in your November 6 issue "Ixion" suggests that adverse customer reaction might stem from damage sustained on dropping glass fibre-enclosed two-wheelers. A word from the firm that has possibly the longest experience in servicing machines enclosed with this material would not seem out of place at this time when so many newcomers are adopting glass-fibre plastic for the enclosure of motor cycles.

Our service experience over the past four years shows clearly that naked machines almost invariably fare worse than enclosed models when involved in any form of mishap, both costwise and from the immediate mobility angle. I would, however, state it is essential to use good-quality materials coupled with careful design from the viewpoint of strength and, of course, tensile strength for the same thickness almost doubles if matched metal moulding is used as compared with the more popular lay-up method which does not require costly tooling.

On the dolphin v. full frontal enclosure question, having had experience of both I can only say this: why are present manufacturers and certain journalists putting up such a struggle to ward off the day which will surely come when all two-wheelers are fully enclosed, giving, at last, the weather protection and comfort which our colleagues in the car world have enjoyed for nearly half a century?



It is not generally appreciated what enormous sales are achieved by the car manufacturers as against the relatively small two-wheeler sales—something of the order of ten motor cars to every two-wheeler. It is a position which should surely be reversed when one considers the rapidly increasing traffic congestion and that so many more people can afford two-wheel transport than four. E. J. Davis

Stevenage, Herts. (Vincent Engineers (Stevenage), Ltd.)

Elbow Trouble

Has it Resulted from an Unsprung Front Fork?

DURING the past seven or eight years I have been troubled with a gradually worsening arthritis condition of both elbows. At first it started in the right arm, and in the last year or so has made itself felt in the other. Movement of the right arm is somewhat restricted as far as shaving is concerned, but not for twistgripping!

However, although I underwent an operation for the removal of bone splinters, things are not much better, and I decided to make an appointment with the surgeon who did my operation. It was during my visit to the local doctor to arrange the appointment that he upset me more than somewhat by saying that my particular condition was one attributable to certain types of men, such as those who operate pneumatic drills, *speedway riders* and men whose arms come in for a lot of shocks. Noticing my riding clobber, he calmly said that motor cycling might be the cause.

"This two-stroke you sold me has turned out to be an eight-stroke"

Now I have ridden an unsprung Corgi daily for the past 10½ years (riding time, 20 minutes a day), and also covered some thousands of miles on my 6T; and I know for certain that my arms were O.K. ten years ago. The surgeon who operated never suggested that motor cycling could be the cause, so I have yet to hear what he has to say. I am therefore curious to know if any of your readers have heard of anything similar.

Nottingham. Frank Shaw

Couldn't Care Less

Riders Unworthy of Being Called Motor Cyclists

WHY all of this bother about unhelpful garages? Your correspondent John M. Gibson (October 23) unwittingly gave the answer in his final paragraph when he wrote: "It would seem that a motor cyclist needs to be a complete mechanic and be prepared to undertake any repair necessary at any time. . . ." Most of the pre-war riders would claim that to be the definition of a

"Got it with a streamlined fairing?"

motor cyclist. Apart from broken parts, most of us *could* get over any trouble on the road.

I once encountered the same trouble as Mr. Gibson when in Bournemouth and stripped down a gear box, remedied and replaced it at the roadside; the work was started at 10 p.m. and finished just before 2 a.m. by the light of a torch and occasional illumination from a friend's headlight.

Nowadays, at the first symptom of trouble, a rider goes to the nearest garage and expects all other work to cease while his wants are attended to. Many are afraid to attempt a repair or adjustment. With the present craze for enclosure I can foresee more and more riders cluttering the garages for such simple things as a control cable replacement or choked jet. Many could achieve success, as Mr. Gibson did, by a spot of work and determination. If riders attain such independence they will eventually become worthy of being called motor cyclists. Most riders of today are only two-wheeler lever operators.

London, S.W.17. GEORGE A. BRINE

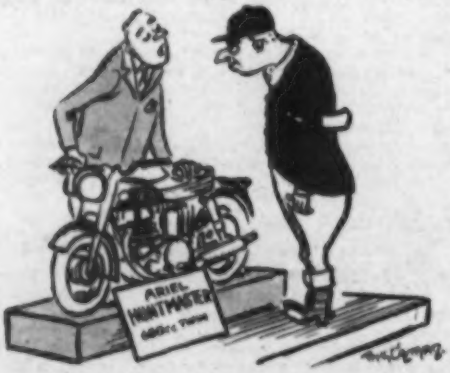
Horses and Motor Cycles

Let the Riders of Both Types Grip Hands

YOUR correspondent "Turpin" (October 23) will be glad to know that he has at least one supporter for his contention that riding motor cycles and riding horses are just two branches of the same pleasure. I would advise the devotees of each not only to try the other but to grip hands and keep gripping, before organized crankdom fences off the countryside altogether.

Turpin's final heart-cry is quite right. Nowadays no youth can ride his pony in a gymkhana without fearful risk of being beaten by a pigtailed wench on the equivalent of a James Comet. Nor can he join a club without tripping over others with those Shetland-knitted moped jobs. So he quickly enters the realm of motor cyclists, where men are men.

"... but for high-speed cross-country work I recommend the Red Hunter scrambler"



The present extraordinary surge of female interest in horsemanship is, however, a good thing. It provides outlet for their instinct to control something without regard to its own will, all of which would otherwise go to controlling hapless males.

Bovey Tracey, Devon. R. P. WALFORD

Brandy and the Thunderbird

A Further Suggestion for Triumph Designers

IT would seem that George Beresford (November 13) is indulging in a little wistful thinking in suggesting that Triumphs' "St. Bernard" Thunderbird should incorporate a brandy barrel in the nacelle. Still, I second the motion; and might I further suggest to Edward Turner that it should, of course, be a twin-cylinder barrel? BOB CURRIE

Birmingham, 2.

Help On the Road

Woman Enthusiast's Appreciation of Assistance

I WOULD like to express my appreciation and thanks to the many knights of the road who have helped me at various times. The week before last I was on my way to Edinburgh when, just past Carlisle, I ran out of petrol and, having only just bought my B.S.A. two-stroke secondhand, discovered there was no reserve tap. A lorry driver stopped and gave me a pint of petrol

for which he would take nothing—and it got me to a filling station.

Some while back when touring Wales on a one-two-five Francis-Barnett with a passenger, I had a puncture in the back tyre. On that occasion it was a motor cyclist and soldier passenger who delayed their hurried return from leave in order to repair it for me. On many occasions I have had help of various kinds so generously offered, even to being given a lift when very tired and on an emergency long-distance journey. I have also found the A.A. most helpful and friendly—even before I joined!

London, N.W.10. GLADYS SMITH

Family Heirloom

An Old Scott Destined to be Handed Down

FROM time to time I have read in your columns letters about various vintage motor cycles. I am stationed in Cyprus and recently saw a 1924 486 c.c. Scott in immaculate condition. The owner, an old Greek Cypriot, said he had done no servicing to it in the past ten years except to clean the plugs. Then he went on to say that when he died he hoped to pass on the machine to his son. Perhaps there's more in owning an old vintage bike than meets the eye. J. BUTTERWORTH

R.A.F., Akrotiri, Cyprus.

The Editor does not hold himself responsible for the opinions of his correspondents. Letters should be addressed to the Editor, "The Motor Cycle," Dorset House, Stamford Street, London, S.E.1, and must be accompanied by the writer's name and address.

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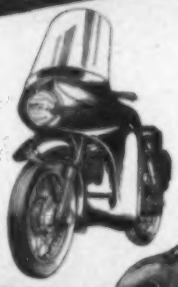

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On The Four Winds

BY "NITOR"

PROBLEM AHEAD? One of the snags delaying the start of vehicle tests is a legal point on lighting. As stated in last week's issue, the law requires that the equipment shall be in order only when a vehicle is used during lighting-up hours. How, then, can a vehicle be failed for faulty lights in a test made during daylight? A legal quibble, no doubt, but serious enough for the Minister of Transport to arrange for an amendment to the Construction and Use Regulations. When the law is changed lighting will have to be up to scratch at all times. So what! you say. Well, how do trials riders stand? Most bogwheels are used without lighting equipment—which is better removed before it is knocked off. (There is no problem for scramblers since their machines are not normally used on public roads.) The Editor has already written to the Minister to ask whether an exception can be made for trials machines. One hopes that the A.C.U. will start moving to put the trials riders' case officially.

PRIMA DONNA "NITOR" Heigh-ho! I have taken on a new lease of life. No, I have not discovered an elixir of youth (apart from motor cycling) but I have laid the bogy of what Mrs. Nitor has long regarded as an obscure and sinister disease. The symptoms? A mild throat irritation giving rise to a constant, almost apologetic cough. Since I gave up smoking at the age of 12 the cause of the cough was a mystery—until recently. You see, I frequently sing in the saddle. Motor cycling affects me that way; and in any case it is the only time I can give full rein to the Nitorian tenor voice without risk of immediate arrest. But where is the connection? Well, recently I rode an Ariel Leader for several weeks and, though I sang as lustily as ever, the cough disappeared. Back on my twin *sans* windscreen the symptoms returned—until I abstained from singing in the saddle. Apparently my tonsils do not take kindly to a howling draught. It is one thing to give up smoking but quite another to give up singing with the sheer joy of riding. The solution? Mrs. N threatens that if I don't fit the hog-bus with a screen she will equip it with a throat spray. Prima donna Nitor!

HEADLINE FUN Visit a certain well-known motor-cycle factory and you will probably be shown a London evening newspaper, across the front page of which marches in bold, black type the headline: "COMET IV TO CHASE NEW TRIUMPH!" It refers, of course, to the record-breaking British jet airliner but the Triumph folk declare that if the Johnny Allen Utah model is implied, then the Comet pilot will have to get a move on! A lot of fun can be derived from taking newspaper headlines out of context. Indeed, a notice board in *The Motor Cycle* offices displays some prime examples. My favourite reads: "INDESCRIBABLE CONFUSION AND CHAOS, SAYS WILSON." A comment by our assistant editor when he attempts to unravel these notes of mine? Perhaps not.

GENTS' NATTY? Ever heard of a Slacks Run? No? Well, neither had I until a bulletin arrived from California, U.S.A., reporting the activities of the Riverside Bombers Club. Seems the club recently staged a Road Enduro, one of the qualifications for entry being "good sports clothes such as slacks and sports shirts or sweaters." No leather jackets were allowed. The object of the exercise, laudable enough, was to place motor cycling before the American public in a favourable light and the organizing group had the task of selecting only those prospective entrants who could be relied upon to dress properly and give a good account of themselves. Sounds a lot of fun, though somehow I can't see the idea catching on in Britain. Slacks and sports shirts? In *our* kind of summer? An Oilskin Run? Ah, that would be something different again.

At Earls Court at the end of their 590-mile run from Nuremburg (see page 692) André Baldet and John Avery are photographed with their Victoria mopeds. On each side of the bereted Baldet are Leo Shepherd and Jack Stocker

This week's Scooter Supplement is on green tinted paper following the classified advertisement section

Record Congress

F.I.M. Meets in London: Pieter Nortier, C.S.I. President, Resigns

Next I.S.D.T. in Czechoslovakia

John Surtees being presented by Pieter Nortier with F.I.M. diplomas for winning the 500 and 350 c.c. world's road-racing championships. On the left is Johnny Lurani, who succeeds Nortier as president of the Sporting Committee

CLASSIC road racing will remain unchanged in 1959. Formula Grand Prix will apply and as no large manufacturers other than MV Agusta are likely to enter teams, MV riders will probably again dominate all the solo classes. However, at the Autumn Congress in London last week the *Fédération Internationale Motocycliste* did take a timid step forward in introducing Formula 1 racing; it ruled that classic meetings *must* include one event (of any convenient recognized capacity class) for Formula 1 machines and that a *request* be made to organizers of other grand-prix meetings to do the same (the request will become an order in 1960). The only escape clause for organizers of classics is that the Formula 1 race may be abandoned if fewer than 15 entries are received.

Registration for Formula 1 is made easier by the decision to reduce the number of machines sold to the public from 50 to 25. Major hindrance remaining to the acceptance of Formula 1 by manufacturers is that no provision is made for the development of machines. Should, for example, a manufacturer wish to race modified standard models with the intention that, if successful, the modifications would be incorporated in later versions sold to private entrants, he cannot enter Formula 1 events. Another problem is that if a new production racing model is introduced, owners cannot take part in Formula 1 races until 25 have been sold. Finally, one-off specials built by enthusiastic private owners will never be eligible.

These objections are known to F.I.M. officials who freely admit that they have been unable to formulate rules which would meet the problems yet not result in abuses.

Big surprise of the Congress was the resignation of Pieter Nortier of Holland who had been president of the *Commission Sportive Internationale* for 12 stormy years and associated with the F.I.M. for 30 years. Under his jurisdiction the committee carried the burden of controlling international sport throughout the post-war period and he earned a good deal of criticism as well as praise. Nortier was elected a *président d'honneur* (which does not entitle him to a vote). Johnny Lurani of Italy, formerly C.S.I. vice-president, becomes president and the new vice-president, joining Emil Vorster of Germany, is Col. M. Tavernier, Switzerland. New member of the C.S.I. is R. Gullberg, representing Sweden.

It is expected that at the Spring Congress (Paris, April 6 to 10) the F.I.M. president, Augustin Perouse, will announce his retirement and Pieter Nortier's resignation from the C.S.I. may be a move to make him free to accept the higher honour.

Another notable retirement was that of Marcel Violet, president of the *Commission Technique Internationale*. He, too, was made a *président d'honneur*. One of the vice-presidents, Helmut Boensch of Western Germany, was elected president with M. Speluzzi, Italy, and J. Krivka, from Czechoslovakia, as vice-presidents. Maillard-Brune of France filled the vacancy on the committee.

In a ballot to fill a vacancy of vice-president of the F.I.M., caused by the retirement of Axel Löfström, Baron von Essen of Sweden defeated Boris Tramm of the U.S.S.R.

As reported in last week's issue of *The Motor Cycle*, delegates attended a demonstration of special tests which were being considered for inclusion in future International Six Days' Trials. Although no definite decision was made, most delegates concluded that the tests were unsuitable. However, the offer of the Czechs to organize the trial next year at Liberec (north of Prague, near the East German border) or Gottwaldov (headquarters in 1947, 1953 and 1955) from Tuesday, September 14 to Sunday, September 19 was accepted. To ensure that a large number of entries could be handled in daylight hours it was decided to reduce the total mileage to a limit of 1,700 kilometres (about 1,050 miles). Also decided was that in future refuelling would be permitted only at official filling points.

Other I.S.D.T. matters, including consideration of the A.C.U. proposals for a points system to eliminate ties, are to be discussed at a special meeting of the

MAJOR FIXTURES IN 1959

Classic Road-race Meetings
May 17: French G.P., near Clermont-Ferrand.
June 1, 3 and 5: T.T. Races, Isle of Man.
June 14: German G.P., Hockenheim.
June 27: Dutch G.P., Assen.
July 5: Belgian G.P., Francorchamps.
July 25: Swedish G.P., Hedemora.
August 8: Ulster G.P., Dundrod.
September 6: Italian G.P., Monza.

Other Grands Prix
April 19: Spain, Barcelona.
May 1: Austria, Salzburg.
May 10: Finland, Helsinki.
August 2: Hungary, Budapest.
August 23: Czechoslovakia, Brno.
August 30: East Germany, Sachsenring.
September 12: Switzerland, Locarno.

International Six Days' Trial
September 14 to 19: Czechoslovakia, Liberec or Gottwaldov.

F.I.M. Rally
June 16, 17 and 18: England, Scarborough.

Moto-Cross des Nations
August 30: Belgium, Namur.

Grand Prix Moto-Cross Meetings
Austria: April 11, 250 c.c. Coupe d'Europe; April 12, 500 c.c. World's Championship.
Switzerland: April 19, 250 c.c.; April 26, 500 c.c.
East Germany: May 1, 250 c.c.
Denmark: May 10, 500 c.c.
France: May 17, 500 c.c.; June 28, 250 c.c.
Czechoslovakia: May 24, 250 c.c.
Poland: May 31, 250 c.c.
West Germany: June 7, 250 c.c.; June 21, 500 c.c.
Italy: June 14, 500 c.c.; June 21, 250 c.c.
Great Britain: June 14, 250 c.c.; July 5, 500 c.c.
Holland: July 12, 250 c.c.; July 26, 500 c.c.
Belgium: August 2, 500 c.c.
Luxembourg: August 9, 500 c.c. and 250 c.c.
Sweden: August 16, 250 c.c.; August 23, 500 c.c.

Speedway World's Championship Final
September 19: England, Wembley.

C.S.I. to take place during January in Paris. The meeting will also consider the report of the moto-cross experts, who met in Belgium last August, and amendments to Appendix F (road racing) of the Sporting Code.

Detail matters relating to safety were discussed and one of the points raised was whether riders of more than 50 years of age should be permitted to take part in international road races and whether a special medical examination would be useful for all riders over 45; this matter is to be raised again later. A positive move was to stipulate that from January 1 machines taking part in all branches of international motor-cycle speed events must be fitted with ball-end clutch and brake levers (as required in Britain); the ball-ends must have a diameter of at least 20mm (about ¾in) and must be integral with the lever.

In the world's road-racing championships the rider's best five performances will count, although it does not follow that there will be five races in every class since organizers of classic meetings are obliged to stage a minimum of only three classes. In the world's moto-cross championship (500 c.c. machines) there are 11 races and the six best performances will count, and in the Coupe d'Europe contest, for which there are 12 races, seven performances will count. However, it is possible that the moto-cross rules will be changed, bearing in mind the recommendations of the experts who met in Belgium in August.

The unhappy fact that no organization in the U.S.A. is affiliated to the F.I.M. came to the fore again when an application from the American Federation of Motor Cyclists was considered. Every encouragement is to be given to the federation in the hope that clubs in more states will become associated with it and that then it could be regarded as sufficiently representative to qualify for F.I.M. membership. An application from the Royal Moroccan Motor Cycling Federation was accepted.

Subscription fees have been increased by about 40 per cent overall and for 1959 the following rates will apply: £100—France, West Germany, Great Britain, Italy and the U.S.S.R.; £80—Belgium, Czechoslovakia, Holland and Sweden; £60—Austria, East Germany, Spain and Switzerland; £40—Denmark and Norway; £20—all other member nations.

Major David Goode was officially appointed secretary general—he has been acting in that capacity for some months—and he will move the F.I.M. secretariat to Geneva (7, Rue Carteret) in mid-January.

No fewer than 25 nations were represented at the congress and, at 59, the number of delegates was a record. Among the social gatherings to welcome them were an R.A.C. luncheon on the Tuesday, a cocktail party sponsored by Shell on the Wednesday and an A.C.U. banquet on Friday.

In the chair at the banquet was Lord Brabazon of Tara, president of the A.C.U., who, in a typically amusing speech, welcomed particularly the Russians, commented on racing, racing machines, scooters and the F.I.M. Rally to take place in Scarborough and commended the London Show to all.

Other speakers were Norman T. Dixon, the A.C.U. chairman, Augustin Perouse, F.I.M. president, and T. W. Loughborough, who was secretary general until the end of last June, and who had attended the general-council meeting of the F.I.M. on Friday afternoon as an honoured guest and to bid an official farewell.

Afterwards, world's championship diplomas were presented to John Surtees for his successes in the 500 and 350 c.c. classes, and to Nello Pagani, who received the diplomas on behalf of Tarquinio Provini (250 c.c.), Carlo Ubbiali (125 c.c.) and MV Agusta, who won the manufacturers' championships in all four solo classes. Walter Schneider received his diploma for the sidecar championship and Emil Vorster accepted the diploma for B.M.W., the winning sidecar manufacturer. Moto-cross awards went to world's champion René Baeten (500 c.c.) and to Jaromir Cizek (250 c.c.), and the speedway championship award to Barry Briggs.

Principal Soviet delegate, Boris Tramm, at the A.C.U. banquet. He is vice-president of the sports committee of the U.S.S.R. in Moscow

N.S.W. Records

LAP records, it seems, are getting a severe shaking in the present Australian road-race season. In last Sunday's open meeting on the Mount Druitt circuit, near Sydney, Eric Hinton, with his N.S.U. and Nortons, was again in exuberant mood, but this time he had Bob Brown (A.J.S.) as his principal opponent.

Try as he might, Hinton (Norton), could not forge past Brown in the three-fifty event. With two laps to go, Brown put the race in his pocket by whipping out a lap in 1m 42s, a class record which bettered his previous best by one second.

Brown, still on his three-fifty A.J.S., again shot to the front in the six-lap Senior Race and, probably as much to his own surprise as that of the crowd, there he stayed for three laps. Hinton had stalled his 499 c.c. Norton as the flag dropped. At last he got going—to such good effect that he tore past Brown into the lead with a 1m 40s lap which equalled his existing record.

125 c.c. Race (4 laps).—1, R. East (MV Agusta), 8m 29s; 2, K. Carruthers (B.S.A.); 3, N. Gardiner (B.S.A.). **250 c.c. Race** (4 laps).—1, E. Hinton (N.S.U.), 7m 45s; 2, R. Curtis (New Imperial); 3, B. Taylor (Excelsior).

350 c.c. Race (6 laps).—1, R. N. Brown (A.J.S.), 10m 52s; 2, Hinton (Norton); 3, Carruthers (Norton). **500 c.c. Race** (6 laps).—1, Hinton (Norton), 10m 30s; 2, Brown (346 A.J.S.); 3, P. Sutliffe (Triumph). **Sidecar Race** (6 laps).—1, J. Ebert (Vincent), 11m 45s; 2, J. Turner (Triumph); 3, O. Salter (Norton).

In Wales

CONTINUOUS drizzle ensured that all observed sections in the Brynmawr Club's Regent Trial on Sunday were in prime condition. Although, as usual, the long climb of Rhiwghin defeated the entire entry of 55, A. L. King (346 Royal Enfield), the ultimate winner, made by far the best performance there in dropping six marks.

A new section named Limekiln caused a wholesale loss of marks though L. Jones (490 Norton) and A. Reed (197 James) got through with a dab apiece. On Slips, a greasy, grassy bank, everyone stopped except W. Phillips (197 Francis-Barnett), who was outstanding in keeping his feet up.

Regent Cup.—A. L. King (346 Royal Enfield), 28 marks lost. **Novice Cup.**—A. Reed (197 James), 62. **Club Cup.**—L. Jones (490 Norton), 41. **250 c.c.**—G. E. Samuel (197 D.M.W.), 49. **350 c.c.**—R. Jones (Royal Enfield), 50. **500 c.c.**—L. Jones (Norton), 41.

First-class Awards.—W. Phillips (197 Francis-Barnett), 51; G. Chambers (197 Greeves), 52; R. V. Miller (197 Norman), 55; G. J. Smith (197 James), 57; D. G. Dulson (497 Ariel), T. Williams (197 James) and B. Dodge (346 Royal Enfield), 59.

Bickers the Expert

ALTHOUGH they had to cover only two laps of a short (15-mile) course, the 57 starters in the Eastern Experts' Trial at Stoke by Nayland on Sunday found that the 23 sections on each lap were quite sufficient to cause a heavy loss of marks. Long, muddy climbs and descents with gullies and sharp turns gave most riders a gruelling test.

Outstanding rider of the day was scrambler David Bickers (249 Greeves) who, with a loss of only 26 marks, was no fewer than 31 ahead of the runner-up. The club team award went to Ipswich by a narrow margin and their win was largely due to Bickers' splendid ride.

Eastern Experts' Cup.—D. Bickers (249 Greeves), 26 marks lost. **Team Award.**—Ipswich: Bickers, R. S. Davey (324 James), J. K. Bradley (499 A.J.S.), 231.

First-class Awards.—D. A. Reeve (346 Royal Enfield), 57; D. Smith (197 Greeves), 61; E. J. Willen (249 Francis-Barnett), 70.

No Flash

Jackie Adamson (197 Greeves)

Wins at Carronbridge

BY winning last Sunday's Lion Cup Trial in the Carronbridge area, Jackie Adamson (197 Greeves) proved that his previous successes in the Scottish Championship series were no flash in the pan. The entry of 62 was set to tackle a two-lap course embracing 36 miles and 44 observed sections.

Adamson's win brings his score in the championship to 50, which means that he cannot now beat Jimmy Duncan (497 Ariel) whose total is 56. Scoring is on the best marks obtained in eight out of ten events. The last fixture in the series is the Edinburgh St. George Club's Plaza Trial to be held next Sunday.

Lion Trophy (best performance).—J. Adamson (197 Greeves), 11 marks lost. **Runner-up.**—J. M. Clarkson (498 Matchless), 15. **Third best.**—J. W. Duncan (497 Ariel), 16. **Best Team.**—Edinburgh St. George: A. M. L. McLean (497 Ariel), G. W. Noble (490 Norton) and Clarkson. **Best Lion Member:** J. Maguire (197 D.M.W.), 122.

First-class Awards.—Noble, 22; J. A. Birrell (497 Ariel) and A. D. Smith (348 B.S.A.), 34; G. Thom (197 James), 36; D. Cormack (197 D.M.W.) and J. D. Williamson (498 Ariel), 37; A. McLearn (197 Francis-Barnett), T. Scott (197 Greeves) and A. Pender (348 B.S.A.), 40.

NEWS ROUND-UP

PROMPTLY at 12.30 p.m. on Friday, the day before Show opening, two travel-stained Victoria Vicky mopeds were ridden speedily up to the Earls Court Exhibition hall. On board were André Baklet and John Avery who, together with Jack Stocker and Leo Shepherd, had ridden the machines directly from Nuremberg—where they are built. Total mileage was 590, the time taken 20½ hours, the average speed 28.4 m.p.h., the weather atrocious and the troubles nil.

Waddingtons are seeking a name for a new gauntlet with white safety-first cuffs. Entry forms are on Stand 138 and entrants are asked to suggest a name and add a six-word safety slogan. The winner of the cash award will be announced on the stand before the end of the Show.

Price of the Motobécane Sports Special 175 on Stand 68 is £169 19s 6d and of the Moto-Guzzi 73 c.c. Cardellino on the same stand, £93. Both prices were disclosed too late for inclusion in our buyers' guide, pages 673 to 677. Owing to a transposition of characters in the guide, the capacity of the 175SVS Puch reads 147 c.c.; the correct capacity is 174 c.c.

Tomorrow's gathering of vintage and veteran enthusiasts at the Holborn Hall, Grays Inn Road, London, W.C.1, starts at 7 (for 7.30 p.m.) and will take the form of a quiz and informal chat on vintage and veteran topics. Many famous riders of yesteryear will be on the panel. Entrance tickets cost 1s and all profits are to go to the A.C.U. Benevolent Fund.

All tickets for the Streatham Club's Midnight Matinee on Saturday have been distributed and a crowd of over 2,500 is expected. The show starts at 11.30 p.m. at the Odeon Cinema, High Street, Kensington, W.8 (junction of Earls Court Road). Among the films included in the programme are "Two Wheeled Trio" (a new one from the Castrol library), "1958 Sunbeam Point-to-Point" and "1958 T.T. Races" (both supplied by Smiths), "The 1958 North-West 200" (by Shell), and one of the very early films made by *The Motor Cycle*. Miss Carole Carr will take part in a stage interlude. Although tickets have been distributed free, visitors are expected to buy a programme, price 2s 6d, the proceeds from which will go to the A.C.U. Benevolent Fund. A special car park has been hired in Russell Road, W.14, nearby, and visitors are strongly urged to leave their machines there; no charge will be made to ticket holders.

About 300 attended the annual dinner of the International Motorcyclists Tour Club last Saturday. The club is truly international: as the chairman, Charles Middleton, remarked in response to a query from Arthur B. Bourne, who proposed "The Club," I.M.T.C. has representatives in eight countries. Membership is well over 400. The club seeks to limit the number to around 500 so that it shall remain a real club—in the first three years of its existence, membership leapt from three, the founders, to over 300. One of the trio was present, Miss Ida Crow, chairman of the club, whose tour this year was to Sardinia. Highlights in 1958 have been a camping rally in Italy, a rally in Norway and Michael Herbert's holiday trip to Athens which won him the Jock West Trophy.

Last Saturday's attendance at Earls Court—the first day of the Show—was 30,622.

SPORTS NEWS

South Africa Out

AND SO, JOHN SURTEES will not be wintering in South Africa after all. He was at the Show last Friday (Press day) in company with Nello Pagani, the MV Agusta team manager, and was obviously disappointed at not being able to make the trip. MVs would give him permission to race only at two meetings—and South Africa is a long way to go for that . . . .

Next Daytona

DATES FOR NEXT year's Daytona Beach meeting, Florida, U.S.A., have now been definitely fixed for Saturday and Sunday, March 7 and 8. A new organization, Daytona Motorcycle Classics, Inc., has been formed to sponsor the fixture and more motor-cycle activities, with better organization of the overall programme, are promised.

Two-fifty Wanted

GEOFF DUKE was at Earls Court on Friday, too. His plans for next year include further fettling and racing on the three-fifty Norton he used this year. A five-hundred? No dice, says Geoff, but he'd like to lay his hands on a goodish two-fifty.

Hailwood's Plans

NEXT YEAR Mike Hailwood will be riding under the banner of Hallet of Canterbury. They will sponsor him in the five-hundred and three-fifty classes on Nortons. There is no mention of Hailwood's riding two-fifties or one-two-fives . . . .

Swedish Trial

BEST OVERSEA RIDER in this year's Scottish Six-Days Trial, Gösta Andersson (199 Triumph), with 21 marks lost, last Sunday won the Swedish Motor Club's international trial held near Gothenburg; the course measured 75 miles. Runner-up, losing 24 marks, was Johnny Harris (249 James). Third, riding a 225 c.c. Greeves, was Bryan Povey with 32 marks. A trio of James machines, in the hands of Johnny Harris and two local riders, won the manufacturers' team award.

Racers Taking Part

BIG NEWS ON next year's Pioneer Run to Brighton is that Mike Hawthorn, this year's world's car-racing champion, is to ride Len Wilson's 1908 four-cylinder F.N. and Stirling Moss, second in the championship, has been offered Len's 1914 T.T. Rover. Anyone expecting a match race will be disappointed because Hawthorn will be in Class 2 and Moss, if he accepts the offer of the Rover, will be riding with a much later number in Class 3. Motor-cycle racing men who may take part include Geoff Duke and John Surtees.

The regulations for the Run, which is to be held on March 22 and is organized by the Sunbeam Club, are now ready and can be obtained from Len Wilson, 8, Fairfield Way, Ewell Court, Epsom, Surrey. Entries close on February 16.

HIGHLY SUCCESSFUL dealer-entrant in previous road-race seasons, G. K. Rae of London will be sponsoring John Lewis in next year's meetings. Lewis, of course, scored numerous successes on the home tracks this year on Nortons.

TELEVISION is giving the scramble season an extension, particularly in Yorkshire. A meeting is planned for December 31 at the Bentley Springs circuit. Organization is in the able hands of Denis Parkinson and fellow members of the Wakefield Club. The only thing awaited is permission from the A.C.U. Proceeds will again be shared between the Benevolent Fund and local charities. The fixture is intended mainly for the local riders and will last about two hours.

BERNARD CODD entered the South Middlesex Hospital last Monday for an operation to the knee he damaged in that unfortunate spill at Crystal Palace in August last year. The operation was to be performed by "Doc" Galloway, well-known trials competitor with a Triumph and sidecar a few years ago.

NEW ZEALAND'S T.T. riders, Noel McCutcheon, Peter Pawson and John Anderson, on returning home, encountered a spot of bother with the customs department. They had no import licences and their machines were held in bond. At the time of going to press the machines had not been released and they had been unable to start racing on home territory.

AN ENTERTAINING scrambles circuit, nearly a mile long, has been laid out at Rye House Stadium and is ready for use as soon as permits can be obtained. A scrambles section of the Rye House Speedway Club is being formed and new members are invited. Inquiries should be sent to L. H. Lawrence, Rye House Stadium, Hoddesdon, Herts.

FOLLOWERS OF hill climbing at Shelsley Walsh, where occasionally motor-cycle events are held, will be pleased to know that many improvements will be made before the start of the 1959 season. A car park will be open on the Orchard side of the hall and, once inside the grounds, spectators will be able to return freely to their vehicles. Trees are being removed and others lopped to improve spectators' view. The surface of paths, steps and of the hill itself are being remade as necessary. Sunday meetings are planned.

Reasons Why

The Decline of Speedway

Discussed by Famous Riders

"SPEED has become so much a part of the life of the average citizen that it is no longer a novelty for him." In those words Fred Williams, world speedway champion of 1950 and 1953, summed up the feelings of many of those in the audience on the decline of speedway racing in the past few years. It was but one of the many interesting points to emerge from a discussion organized by the Sidcup Club at the Bull Hotel, Swanley, Kent, on Tuesday of last week.

Tommy Price, Barry Briggs, Wal Phillips, Roy Craighead, Trevor Redmond, Bill Kitchen, Phil Bishop: with such a galaxy of names, the discussion was bound to be lively. The riders were unanimous in placing most of the blame on promoters, primarily because track surfaces have become so slick due to the use of red shale that close racing is virtually impossible; secondly, the basis of awarding prize money gives no incentive for a win-or-bust effort.

According to Wal Phillips, greyhound racing was to blame, as speedways were almost invariably inside dog tracks, thus restricting length and shape. He would like to see fast, banked circuits with a deep cinder surface. Numerous other suggestions were put forward for the decline but nobody expressed a wish to persevere with novelty features such as handicap races or sidecar events. Greater effort, and change of opinion among promoters, were required for a revival of interest.

During the evening it was revealed that Barry Briggs may possibly be carrying out tests in the near future with a special one-off A.J.S. engine in a frame of his own design. The engine is being prepared by Jack Williams of the A.M.C. racing department.

A collection was made for the A.C.U. and Speedway Riders' benevolent funds.

Phillips Moped

COINCIDING with the opening of the London Show, the Phillips concern have introduced a further moped, named Panda, powered by a single-speed 49 c.c. Rex engine and provided with a handlebar-operated clutch. The open frame is of conventional cycle pattern, employing heavy-gauge tubing, and is unsprung.

Holding approximately $\frac{7}{8}$ gallon of fuel, with reserve-type tap, the tank is clipped between the main and upper front-down tubes. Pedal and power drive are transmitted through a single $\frac{1}{2} \times \frac{3}{16}$in chain, and reverse rotation of the pedals applies the rear brake. The engine has a light-alloy cylinder barrel and head and is equipped with a Miller flywheel generator with 18-watt lighting output. Total price (including purchase tax, payable in Great Britain only) is £54 2s 6d. Makers are Phillips Cycles, Ltd., Credenda Works, Smethwick, 40, Staffs.

49 c.c. Phillips Panda

TV Scramble

TELEVISION viewers are becoming well acquainted with Norman Storer and his 201 c.c. Greeves. Storer was again well to the fore in last Sunday's Television Scramble organized by the Derby Phœnix Club on its new course at Agnes Meadow, Kniveton, near Ashbourne. He won the two-fifty and three-fifty events and was runner-up to John Burton (B.S.A.) in the main race of the afternoon, the ten-lap unlimited c.c. event.

250 c.c. Race (6 laps).—1, N. H. Storer (201 Greeves), 7m 37.6s; 2, R. Veston (201 Greeves); 3, A. Clough (Dot). **350 c.c. Race** (8 laps).—1, Storer, 10m 31.8s; 2, Weston; 3, Clough.

500 c.c. Race (6 laps).—1, J. D. Stallard (Triumph), 7m 26.8s; 2, C. Horsfield (348 B.S.A.); 3, Storer. **Unlimited c.c. Race** (10 laps).—1, J. Burton (B.S.A.), 13m 0.4s; 2, Storer; 3, Weston.

Pioneer Dies

WE regret to report that Bertram Marians, chairman and director of Phelon and Moore, Ltd., makers of Panther motor cycles, died last Sunday evening after a long illness. He was 73. His association with the industry goes back exactly 50 years when he joined the company which then had been in existance since 1902.

Mr. Marians was a pioneer motor cyclist who rode at the turn of the century. He was always prominent in the affairs of the industry and in sporting activities. For long periods he was an official of the A.C.U. and on many occasions was an A.C.U. delegate to F.I.M. congresses. He competed in events such as hill climbs during the early years and was riding in M.C.C. competitions until he was nearly 60 years of age.

He leaves a widow, two daughters and a son, Peter Marians, who is a director of the company. The cremation took place privately this week.

Autumn Scramble

BRILLIANT weather favoured the Greenwich Club's Autumn Scramble held at Brands Hatch on Sunday. Nearly 200 competitors and a crowd of some 8,000 spectators enjoyed an excellent day's racing.

250 c.c. Final (4 laps).—1, M. Jackson (Greeves), 19m 55s; 2, R. Lindup (Greeves); 3, G. Daniels (Triumph). **Unlimited c.c. Junior Final** (5 laps).—1, H. Cheshire (B.S.A.), 15m 43s; 2, W. J. Mills (Matchless); 3, R. Lindup (197 Greeves). **Unlimited c.c. Senior Final** (8 laps).—1, J. V. Smith (B.S.A.), 19m 16.4s; 2, B. Sharp (Triumph); 3, J. Giles (Triumph).

1,000 c.c. Junior Final (6 laps).—1, H. Cheshire (B.S.A.), 16m 12s; 2, M. Lynch (Triumph); 3, Mills (Matchless). **Unlimited c.c. Senior Final** (12 laps).—1, J. V Smith, 28m 55s; 2, B Sharp; 3, Giles.

Two-dab Dismore

GOOD use was made of the somewhat limited terrain at Weaver's Down, Liphook, for the West London Trophy Trial on Sunday. The event was open to the South-Eastern Centre and attracted an entry of 161 solos and 22 sidecars.

Best Solo.—M. Dismore (346 Royal Enfield), 2 marks lost. **Best Sidecar.**—K. G. Robertson (499 A.J.S.), 6. **250 c.c.**—P. D. Barker (197 Dot), 6. **350 c.c.**—P. C. Wilson (Royal Enfield), 8. **500 c.c.**—R. W. Gollner (Ariel), 4. **Novice Award.**—B. Maynard (497 Ariel), 35. **Team Prize.**—Witley Gollner; R. J. May (347 Matchless), D. Cranfield (197 James), 28.

First-class Awards.—H. H. Rayner (499 B.S.A.) and A. J. Godfree (197 Norman), 6; A. C. Hill (197 Norman), 8; A. C. House (497 Ariel) and R. Mussell (197 James), 9; T. Johns (346 Royal Enfield) and May, 10; P. G. Barden (197 Francis-Barnett), 12; J. D. Waite (499 B.S.A.) and R. W. Taylor (248 Greeves), 13; B. Thorn (347 Ariel) and Cranfield, 14; A. Bryant (224 Francis-Barnett), 15; P. E. Dent (346 Royal Enfield) and G. L. Coppuck (197 Francis-Barnett), 16; W. Brown (497 Ariel sc), 11; W. C. Slocombe (499 B.S.A. sc), 20

FOR the three years ended August 1958, the total number of applications for driving tests in Great Britain was 3,117,735. The proportion of tests passed was 55 per cent.

ON display at the Design Centre (28, Haymarket, London, S.W.1) until next January is a Norman B3 two-fifty. Since the Design Centre opened in April, 1956, it has been visited by over 1,650,000 people.

OWING to the construction of the new north approach, Blackwall Tunnel, London, will be closed to traffic from 2 p.m. on Saturday, December 13, until 5 a.m. on Monday, December 15. Pedestrians and cyclists will continue to have access.

DURING the past week or so rumours have been circulating that Villiers are contemplating producing a scooter. The rumour is discredited by a statement issued by H. Geoffrey Jones, the Villiers joint managing director, who says: "It is not the policy of this company to build scooters in competition with manufacturers who are dependent on us for engines." He stresses that Villiers engines are used for the majority of British scooters now in production and will be fitted to others shortly to be announced.

Coming Along

WHEN THIS SHOW REPORT Number is first on the bookstalls the great Earls Court display will have three more days to run. By then we will all have had time to see the vast array of two- and three-wheelers, time to reflect and form conclusions. Next Thursday's Show Review Number of *The Motor Cycle* is on that theme. C. E. (Titch) Allen gives his impressions of the solos and sidecars, Mary Carmichael writes about the scooters and Vic Willoughby studies the significance of the technical trends. Accessories—windscreens, panniers, mirrors and similar fittings—are dealt with by Bob Currie. And, of course, we shall relate all the news and snippets of interesting information culled throughout the Show period.

Later issues will include many outstanding features, too. On Thursday week, December 4, Vic Willoughby will continue his technical review and Bob Currie will give his impressions of the new B.S.A.—the two-fifty C15 Star—on the road: there will be a full report on the British Experts' Trial and all the regular features will be included. In preparation is an article on solving the problem of Christmas presents. Another is on the use of an engine timing disc: with it will be a free cut-out from which you can make your own disc. Many other practical features will follow, week by week.

Why not ask your newsagent to reserve copies for you? Become a regular-order customer and so be certain of never missing an issue.

Club News

ALPERTON AND WEMBLEY.—November 21: Darts (Swan, 8.30). 23: Run (Ace, 10.30). 24: Theatre visit (7.30). **A.M.C. Owners** (all branches).—November 22: Dinner and dance (Hendon Way Hotel). (Bristol).—November 20: Film show (Rising Sun, 7.15). (North London).—November 25: Film show (H.Q., 8). **Avon Valley.**—November 26: Engine examination (H.Q., 7.30).

Barnet.—November 20: Natter night (Assembly Rooms, 8). 27: Talk (H.Q., 8). **Batley.**—November 20: Business meeting (H.Q., 8.30).—**Brough Superior.**—November 21: Invitation night to Collectors Club (Holborn Hall); tickets, 1s. from Mr. Leppard, 39, Moffart Court, Gap Road, London, S.W.19. **Broughton and Bretton.**—November 20: Indoor driving test (H.Q., 7.30).

Central Leeds.—November 23: Stump Cross (Westgate, 11). 26: R.A.C. lecture (H.Q.). **Croydon.**—November 22: Show visit. 23: Mitcham Vase Trial (Airport, 9). **Devonport.**—November 21: Tombola (H.Q., 8). 23: Run (Coypool, 2). **Dittons.**—November 22: Midnight matinée (Odeon, Kensington, 11.30). 23: Southern Sporting scramble (Hampton, 10).

East Acton.—November 26: Senol lecture (Duke of York, 8). **Elham.**—November 21: Committee meeting (129, Castlewood Drive, 8.30). 22: Midnight matinée (Dutch House, 10). 23: Scroungers run (Perry Street, 1.30). **Forces.**—Tickets for the annual dance (at Paviours Arms, Page Street, London, S.W.1, on January 24) are obtainable, price 15s including buffet, from Miss Kay Lander, 44, Grosvenor Court, London Road, Morden, Surrey. **Ford.**—November 23: Chislehurst Caves (Reg Smith's, 11).

Glasgow Sporting.—November 22: Annual dinner (Grand Hotel, Charing Cross, 6.30). 24: A.G.M. (H.Q., 7.30). **Gloucester and Cotswold.**—November 22: Trial (Cranham, 1). 24: Skittles (William and James, 7.15). 25: Any questions (H.Q., 7.30). **Grove Park.**—November 23: Popular-vote run (Green Man, 10).

Hanwell.—November 20: Film show (H.Q., 8). Secretary: A. E. Fossbrook, 27, Drayton Green, Ealing, London, W.13. **Hillingdon and Uxbridge.**—November 20: Club night (Old Treaty House, 8). **Jersey.**—November 20: Annual dinner and awards presentation (Royal Hotel). **Kings Norton.**—November 21: Show discussion (H.Q., 8).

L.E. Velo (London).—November 21: Club night (Chevrons Club, Dorset Square, 8. (Northern).—November 22: Social evening (6, Briarhill Gardens, West Hartlepool). **Leatherhead.**—November 23: Scramble (Tunnel Hill, November 26: Club night (Beechdale Hotel).

Panther Owners.—November 23: Blackmore (Crooked Billet, 10). 26: Quiz (H.Q., 8.15). **Pendennis.**—November 21: Run (7.15). **Pennine Range.**—November 23: Shipley Glen (Conservative Club, 11). 25: Film show (Conservative Club, 7.30). 26: Committee meeting. **Plymouth Touring.**—November 20: Tombola (H.Q., 7.30). 23: Bridge hunt (Triangle, Chaddelwood, 2). **Prince Eagles.**—November 24: Social.

Reading All-scooter.—November 25: Club night (River Club, 8). **Richmond.**—November 22: Social (Imperial Club, Catterick Camp, 7.30). **Royal Enfield Owners** (London).—November 21: Natter night (H.Q., 7.30). 22: Theatre dinner (Earls Court main entrance, 5 and London Casino, 5.30). **Rudge Enthusiasts.**—November 22: Earls Court get-together (Vintage stand, 3), all Rudge riders and enthusiasts invited. 23: Meeting (Hoop and Grapes, 7.30).

Saints.—November 20: Club night (St. Andrew's Boys' Club, 8). **Scott Owners.**—November 22: Show visit (Smiths Accessories stand, 9.30 p.m.) **Scunthorpe.**—November 21: Talk by D. Jackson (Crown, Messingham). 22: Show visit (St. John's Church, 6); fare, £1. **Sidcup.**—November 23: Mid-winter Grand National (Perry Street lights, 9). **Slough.**—November 20: Meeting (41, Albert Street, 8). **Somerton.**—November 20: Show visit (Yeovil, 7 and Somerton Red Lion, 7.30). 25: Film show (Red Lion, 7.30). **South Liverpool.**—November 23: Trial (Sportsmans Arms, 11). **Southampton Vikings.**—November 22: Show visit (Savoy, Swaythling, 7.45; Broadway, Portswood, 7.50; Forum Town, 8). **Southern Sporting.**—November 23: Mid-winter Grand National (Tunnel Hill, Pirbright, 11). **Southern Triumph Riders.**—November 21: Natter night and first aid (H.Q., 8.30). 22: Midnight matinée. **Streatham.**—November 22: Midnight matinée (Odeon, Kensington, 11.30). 23: Mitcham Vase Trial (Cricketers, 9). 24: Club night (Redifon). Few speeches have ever conveyed such a love of motor cycling and club life as did Herbert Addie's after the annual dinner on November 7. As president, he took the opportunity to recall that his membership dated back almost exactly 30 years to when he was a lad with abundant enthusiasm and a very old machine but no experience or money. Largely because he was helped so generously in kind and by advice from members he was started on a long career as a motor cyclist and a prominent club official. Today the same spirit was common in clubs and particularly in the Streatham Club. "Everything I have had out of motor cycling," he said, "has come through the Club." The dinner was a remarkable occasion with no fewer than 16 other club's represented among the 200-odd attendance. Ladies proposed the main toasts—Mrs. A. Anastasio, the Club and Mrs. R. White, the visitors and press. Replies came from Ted Frend and Harold Daniell. Next year is the Club's golden jubilee and already plans are being made for special celebrations, including a bumper dinner. **Surrey Sidecar.**—November 22: Midnight matinée (Millars of Mitcham, 10). 23: Mitcham Vase Trial (Godstone Green, 10). 26: Indoor gymkhana (Hand in Hand, Box Hill, 8).

Tenterden.—November 25: Committee meeting and club night (Eight Bells, 7 and 8). **Trade Winds.**—November 23: Popular-vote run (H.Q., 10.30). **Triumph Owners** (Epping Forest).—November 25: Show discussion (H.Q., 7.30). (North London).—November 21: Operation Floggit (H.Q., 8). 23: Virginia Water (Glanfield's, 10). (North West London).—November 22: Show visit (Ace, 2.30). 23: Junior Road Trial (Busy Bee, 10.30). 25: Film show (H.Q., 7.30). Secretary: S. C. Alstrom, 42, Pond Croft, Hatfield, Herts. (South London).—November 23: Mitcham Vase Trial (Three Kings, 9). 25: Film show (Acuba Hall, 8). (Wolverhampton.)—November 23: Run (Hall of Memory, 2). 24: Technical discussion (H.Q., 8) **Triumph Owners of North West Kent.**—November 25: Talk (H.Q.).

Vagabonds.—November 24: Club night (Bull's Head). **Vincent H.R.D. Owners** (Cambridge).—November 20: Club night (Trinity Foot). (Coventry).—November 21: Club night (Phantom Coach). (Derby).—November 20: Club night (Osmaston Park Hotel). (Kent and Sussex).—November 21: Club night (59, High Street, Rolvenden). (Merseyside and North Wales).—November 21: Film show (Black Horse, 7.30). (North London).—November 25: Talk by Alf Peacock (George, Holmes Road, Kentish Town, 8). (Oxford).—November 21: Film show (Chequers, Horspath). (Sheffield).—November 21: Inaugural meeting (Leavygreave Hotel, Sheffield, 3, 7.30). (South London).—November 21: Club night (T.A. H.Q.). (Southampton).—November 20: Club night (Compass Inn, Windsor). 22: Show visit. (Surrey).—November 25: Inaugural meeting (Hand in Hand, Box Hill, 8). (West London).—November 24: Club night (Ickenham Community Centre).

Wandsworth.—November 23: Trial (Leather Bottle, 9). 28: Film show (H.Q., 7.30). **Wednesbury.**—November 25: Social (Horse and Jockey, High Bullen, 8) **West Essex.**—November 21: Visit Police Driving School, Hendon (Walthamstow Billet, 6.30). 23: Albury Park (Walthamstow Billet, 10). 24: Slide show and awards presentation (H.Q., 8). 26: Dance (Roebuck Hotel, Buckhurst Hill, 8). **West Leeds.**—November 20: Open night. **West London.**—November 20: Mock auction (H.Q., 8.30). 22: Midnight matinée (Odeon, Kensington, 11.30). 23: Petticoat Lane (Olympia, 10 and Aldgate East Station, 10.30). **West Middlesex Amateur.**—November 24: Committee meeting (50, Manor Road, Harrow, 7.45). **Weybridge.**—November 21: Dinner and dance (Ship, 7). 23: Southern Sporting scramble (Woking six cross-roads, 10). **Witley.**—November 23: Mid-winter Grand National (Tunnel Hill, 11). **Wood Green.**—November 21: Annual dinner (Selbourne Hall, Southgate, 7). 23: Banbury Cross Trial (Alexandra Palace, 9). **Woolwich.**—November 20: Discussion (H.Q., 8). 22: Midnight matinée (Royal Hotel, 10 and Battersea Bridge, north side, 11.15). **Yre Vale.**—November 20: Natter night (H.Q.).

THE CLUBMAN

IMPORTANT EVENTS

Saturday, November 22.—Ulster: Trial, two miles from Ligonel-Belfast bus terminus, Belfast, 2.30 p.m. **Gloucestershire:** Drake and Gibb Trial, Royal William, Cranham, 1 p.m.

Sunday, November 23.—Sussex: National Mitcham Vase Trial, Nutley, 10 a.m. **West Lothian:** Plaza Trial, Stockbridge Filling Station, Linlithgow (A9), 10.30 a.m. **Cheshire:** November Trial, Tanhouse Farm, Buglawton, near Congleton, 11 a.m. **Buckinghamshire:** November Handicap Trial, Madge's Café, Loudwater (A40), 10.30 a.m. **Lincolnshire:** Molly Johnson Trial, The Weighbridge, Greetwell, Ironstone, 10.30 a.m. **Gloucestershire:** O.K. Supreme Trial, High Street, Moreton in Marsh, 10 a.m. **Surrey:** Mid-winter Grand National, Tunnel Hill, Pirbright, 11 a.m. **Berkshire:** Newbury Trial, Five Bells, Woodspeen, 2½ miles from Newbury on B4000, 11 a.m. **Kent:** Mutton Lancers Trial, Recreation Ground, Barham, 10.30 a.m. **Hampshire:** Scramble, Dundridge Lane, Bishops Waltham, noon. Jack White Trial, Pinn's Farm, West Wellow, 11.30 a.m. **Oxfordshire:** Banbury Cross Trial, layby adjoining the Pesthouse scrambles course, Deddington, 10 a.m. **Somerset:** Quantock Trial, The Pines, top of Buncombe Hill, five miles from Bridgwater, 12.30 p.m. Christmas Trial, New Inn, Farmborough, 10.30 a.m. **Derbyshire:** Fenn Scramble, Coton Hall Farm, Draycott in the Clay, near Sudbury, noon. **Denbighshire:** November Trial, Sportsmans Arms Hotel, Llychau (A543), 11 a.m. **Essex:** Wiffen Cup Trial, Mick's Café, Ockett (A13), one mile west of Stanford le Hope, 10.30 a.m. **Yorkshire:** Trial, Altisiodra, Bishop Burton, near Hull, 11 a.m. **Cornwall:** Trial, Colwith Farm, Par, 1.15 p.m.

TURN TO PAGES 695-706 following the classified advertisements for the Special Scooter Supplement on green-tinted paper

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'53	150 JAMES Cadet, sgr	£50 10
'56	150 B.S.A. D3, s/arm, batt. lighting	£99 10
'56	125 LAMBRETTA LD de Luxe	£69 10
'56	150 TRIUMPH Terrier, s/arm	£69 10
'55	197 JAMES Capsule, s/arm	£79 10
'55	125 VESPA Scooter	£79 10
'55	200 VELOCETTE LE	£89 10
'53	150 LAMBRETTA, choice of three	£89 10
'55	250 EXCELSIOR Talisman Twin, s/arm	£89 10
'56	150 LAMBRETTA LDB de Luxe, many extras	£99 10
'57	200 TRIUMPH Tiger Cub, s/arm	£100 10
'54	350 B.S.A. B31, s/arm	£119 10
'54	500 B.S.A. B33, s/arm	£119 10
'58	200 TRIUMPH Tiger Cub, s/arm, low mlgo, as new	£129 10
'57	150 LAMBRETTA, LDB Mk. III	£125 10
'56	350 ARIEL Hunter, s/arm	£139 10
'56	150 LAMBRETTA, self-starter Mayfair model	£139 10
'56	150 N.S.U. Prima, 5,000 miles, immac. condition	£139 10
'57	225 DAYTON Albatross Scooter	£139 10
'57/8	350 ARIEL Hunter, s/arm, as new	£150 10
'56	500 TRIUMPH Tiger 100, s/arm	£160 10
'57	600 MATCHLESS G11 Twin	£200 10
'57	650 TRIUMPH Thunderbird, one owner, as new	£210 10
'57	650 TRIUMPH T110, s/arm	£210 10

COMBINATIONS

'51	650 B.S.A. A10 fitted saloon s/car	£125 10
'56	150 LAMBRETTA Commercial Box comb.	£159 10
'54	500 TRIUMPH Speed Twin sgr., fitted with Avon Sports, spring wheel and brake	£149 10
'52	650 B.S.A. A10 and Canterbury dindult Conqueror s/car	£168 10
'57	BOND Minicar Family de Luxe Model, low mlge.	£250 10

SECOND-HAND MACHINES AT EAST HAM

'55	49 N.S.U. Quickly	£29 10
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'57	B.S.A. Dandy Scooter	£49 10
'55	150 LAMBRETTA D Model, with s/panels	£89 10
'56	150 LAMBRETTA LDB	£99 10
'57	200 VELOCETTE LE	£119 10
'57	197 F.-BARNETT Falcon, s/arm	£119 10
'57	150 LAMBRETTA Mk. III LDB, many extras	£129 10
'53	500 MATCHLESS G9 Twin, s/arm	£139 10
'56	200 BELLA Scooter	£139 10
'57	350 B.S.A. B31, immaculate condition	£158 10
'57	650 B.S.A. A10 Golden Flash, s/arm	£189 10
'57	500 TRIUMPH Tiger 100, s/arm	£215 10
'58	600 A.J.S. Twin Model 20	£235 10

COMBINATIONS

49	500 NORTON 16H, with s/str. s/car	£65 10
'53	650 B.S.A. A10, sgr., fitted Watsonian sts. s/car	£129 10
'53	500 B.S.A. M33, fitted Watsonian Maestoke 2-str. s/car	£150 10
'57	600 ARIEL VB, fitted Bonnor 2-str. s/car, with spring wheel and brake	£179 10
'57	600 ARIEL VB, s/arm, and Watsonian Cambridge dindult s/car on springer chassis	£259 10

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'51	150 BELLA Scooter	£79 10
'56	150 LAMBRETTA LDB	£99 10
'57	150 LAMBRETTA Mk. III LDB	£129 10

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'53	JOWETT Javelin saloon	£365 0
55	MORRIS Minor 2-door saloon in black	£435 0
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'58	FORD Prefect in blue, as new	£545 0

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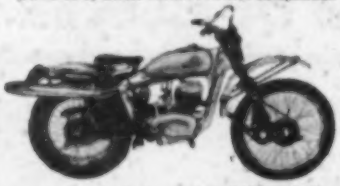

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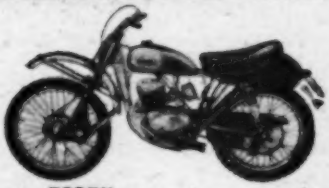

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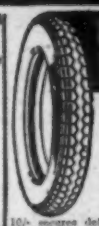

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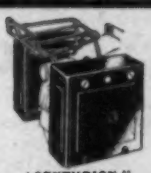

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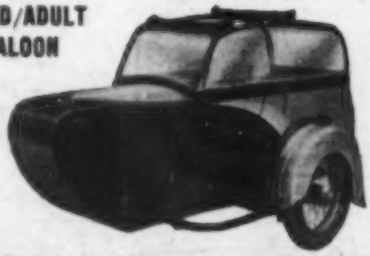

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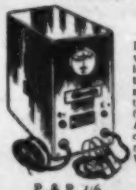

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1955	BELLA, 200 c.c., maroon, extras	£125 0
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125 gns.—A.J.S. December 1956 350cc ohv, spring frame, dual seat, windshield; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114

HARRY NASH.—Latest 1959 models in stock; new 1958 models 10% off total list prices.

H.—1953 350 s/arm, extra nice specimen; £90; 1949 500, screen, crash bars, panniers; £49.

H.—Fifth deposit 30 mths. h.p., best bargains.—391, King St., Hammersmith, W.6. Riv. 2837-8. [C1090

1958 A.J.S. 350cc springer, 2,000 miles only, as new; £185.

BANKS, 62-64, Grand Parade, N.4. Sta. 0367. [C1166

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MEETEN'S, Shannon Corner, New Malden, for 1959 A.J.S. and Matchless, see the latest 250's, they are super! [C1203

WHITE & MARTIN for your new A.J.S.; part exchanges; h.p.—18, Ashfield Parade, Southgate, N.14. Pal. 1035. [C1152/R

ATTFIELD for A.J.S., generous allowance part-ex. new models.—106-108, Oatlands Drive, Weybridge 4676. [8799

SLOCOMBES OF NEASDEN!!! for your new A.J.S.; terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355 (8 lines). [C1115

COMERFORDS for A.J.S., new and second-hand, 1,000 machines in stock; send for lists.—Portsmouth Rd., Thames Ditton Emb. 5531 (6 lines) [C1006

WHITBYS OF ACTON.—New models in stock, exchanges, h.p., spares.—263-273, Acton Vale, London, W.3. She. 5355 (Showroom); She. 6785 (Spares). [C1123/R

1954 A.J.S. 350cc springer, recent rebore, new chains and wiring, new rear tyre, immaculate with Rodark panniers; £115.—Robinson, 6, Lockhart Rd., Cobham, Surrey. Cobham 2832. [6782

A.J.S. WANTED

GEORGE CLARKE pay most for A.J.S.—278, Brixton Hill, S.W.2. Tulse Hill 5211. [W1019

ROWLAND SMITH'S, the A.J.S. buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R

PRIDE & CLARKE.—Biggest demand, highest prices.—158, Stockwell Rd., S.W.9. Tel. Brixton 6251. [W1096/R

CLAUDE RYE urgently require all models; get our price first! H.p. accounts settled, we pay carriage.—895-921, Fulham Rd., S.W.6. Rem. 6174. [W1105/R

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CLAUDE RYE, Ltd., A.J.S. specialists.—Spares: 895-921, Fulham Rd., S.W.6. Renown 6174. [B1105/R

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£29 10	Norman, '57, 49 c.c. Sachs Nippy	£4	£1 5 3
£29 10	Mobylette, '57, 49 c.c. de luxe mop.	£4	£1 5 3
£29 10	N.S.U., '56, 49 c.c., 2-speed Quickly	£4	£1 5 3
£29 10	Bersal, '57, 49 c.c. 2-spd. de luxe	£4	£1 5 3
£29 10	Mobylette, '55, 49 c.c. Master Mop.	£4	£1 5 3
£35 10	Mobylette, '56, 49 c.c. de luxe Mop.	£4	£1 10 7
£39 10	Mobymatic, '57, 49 c.c. Auto clutch	£4	£1 14 5
£39 10	Kreidler, '57, 49 c.c. J.S1 s/arm, spr.	£4	£1 14 5
£45 10	Heinkel, '55, 49 c.c. Perle, spgr.	£4	£2 0 3
£45 10	Victoria, '58, 49 c.c. s/arm, spgr.	£4	£2 0 3
£45 10	Bicstia, '57, 49 c.c. de luxe, spgr.	£4	£2 0 3
£49 10	Mobymatic, '58, 49 c.c. auto clutch	£4	£2 4 1
£49 10	B.M.W., '58, 49 c.c. Supersport, s/a	£4	£2 4 1
£6 DEPOSIT—24 PAYMENTS			**£1/3/7 Cash Price**
R. Rudold, '49, 350 c.c. O.H.V. Mod. G, teles.			£29 10
Excelsior, '55, 98 c.c. 2-speed Villiers Consort			£29 10
Sun, '55, 98 c.c. 2-speed Villiers de luxe			£29 10
B.S.A., '48, 350 c.c. O.H.V. S.31 de luxe, teles.			£29 10
£8 DEPOSIT—24 PAYMENTS £1/10/7			
James, '52, 125 c.c. Villiers Cadet, teles.			£39 10
Velocette, '52, 500 c.c. LE Watercooled Twin, spgr.			£39 10
Norton, '49, 500 c.c. O.H.V. Mod. 18, teles., dualseat			£39 10
B.S.A., '54, 125 c.c. Model D1 Bantam, d/seat			£39 10
A.J.S., '48, 500 c.c. O.H.V. Model 18, teles., d/seat			£39 10
£10 DEPOSIT—24 PAYMENTS £1/18/3			
B.S.A., '54, 250 c.c. S.V. Model C.10.L de luxe, spgr.			£49 10
Ariel, '47, 1,000 c.c. O.H.V. Sq. 4 teles. dualseat			£49 10
R. Rudold, '53 350 c.c. O.H.V. Model G teles.			£49 10
B.S.A., '55 125 c.c. D1 Bantam spgr. d/seat, screens			£49 10
Velocette, '50 350 c.c. O.H.V. Mod. MAC teles.			£49 10
B.S.A., '48 500 c.c. O.H.V. A 7 de luxe Twin, teles., d/st.			£49 10
Norton, '49, 500 c.c. O.H.V. S22, spgr., d/seat			£49 10
B.S.A., '54, 150 c.c. Mod. D6 Bantam Major, spgr.			£49 10
£12 DEPOSIT—24 PAYMENTS £2/6/-			
B.S.A., '55, 250 c.c. S.V. Mod. C.10L de luxe, spgr.			£59 10
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HOE STREET GARAGE, Ltd.—Genuine A.J.S. spares; c'ntar, c.o.d trade.—414, Hoe St., W'stow, E.17. Tel Cop 1710 [0272

MARBLE ARCH MOTOR SUPPLIES, Ltd., Camberwell Green.—A.J.S. and Burman spares and service; rapid c.o.d.—Rodney 2181. [0262/R

O'NEILL BROS. Ltd.—A.J.S. post-war spares in stock, also Burman, Amal, Lucas full postal service trade supplied.—The Broadway, N.W.9. Hendon 6629. [B1179

KAYS OF EALING.—The A.J.S. spare parts stockists. Trade supplied, quotations or c.o.d. by return.—8-10 Hotel St., Ealing, W.5. Eal 2567. [B1079/R

PUTNEY AUTOS.—Genuine spares for post-war models; also genuine Burman gear box spares; 24-hour c.o.d. service.—263, Putney Bridge Rd., S.W.15. Putney 6867 [B1136/R

C.O.D. and service units, £10,000 spares in stock.—Rapids, 64-74, Godstone Rd., Whyteleafe, Surrey. Upl. 0895; and 259-269, Haydons Rd., Wimbledon, S.W.19. Cherrywood 3208/9. [B1162/R

GODFREYS, Ltd.—A.J.S. and Burman spares stockists, c.o.d.—226-234, London Rd., Croydon, Cro. 3641-5. 208-210, Gt. Portland St., W.1. Lus. 4632-4; 418, Romford Rd., Forest Gate, E.7. Gra. 1234-5; 220 Barking Rd., E. Ham. Gra. 8088; 94-96, High Rd., Tottenham, S.15. 5056 [B1052/R

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AMBASSADOR.—Manufactured by Ambassador Motor Cycles, Ltd., Ascot, Berks. Tel. Winkfield Row 3153-5. [0098/R

GODFREYS, Ltd., Ambassador dealers all depots.—see display advert. [C1052/R

MEETEN'S, Shannon Corner, New Malden, for immediate delivery Ambassador Super S 1959 twins. [C1203

GIFFS OF SOUTH HARROW for new Ambassadors; terms, exchanges.—568, Northolt Rd. Byron 2484. [C1055/R

IMMEDIATE delivery of Ambassadors.—F. W. Clark, 560-562, London Rd., Thornton Heath. Tel. Tho. 4967. [C1165/R

CLAUDE RYE for your 1959 Ambassador, including the super "S," immediate h.p., ride away in 10 mins.—895-921, Fulham Rd., S.W.6. Renown 6174. [C1105/R

COMERFORDS for Ambassador, new and second-hand; 1,000 machines in stock; send for lists.—Portsmouth Rd., Thames Ditton. Emb. 5531 (8 lines). [C1006

ARIEL

WHITBYS OF ACTON.—Biggest dealers in the Home Counties for Ariel; immediate delivery; h.p.; exchanges.—273, Acton Vale, London, W.3. She. 5355. [C1123/R

ROWLAND SMITH'S for Ariel.

NEW models in stock.

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265 gns.—Ariel Four 1958, 1,000cc, an exceptional runner in almost brand new condition.

172 gns.—Ariel Twin October 1955 498cc ohv combination, matching jet 90, exceptional.

135 gns.—Ariel Twin September 1956 498 ohv Fieldmaster, windshield legshields, very carefully used; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114

1955 Ariel 500cc twin, s/arm, immaculate condition, bargain; £125.

BANKS, 62-64, Grand Parade, N.4. Sta. 0367. [C1166

ARCHER OF ALDERSHOT for Ariel, etc., spares and service.—Victoria Rd. Tel. 323. [0362/R

HARRY NASH.—Latest 1959 models in stock; new 1958 models 10% off total list prices.

H.—1957 350 NH, extras, careful owner; £157; 1956 Huntmaster, extras, '58 condition; £165.—391, King St., Hammersmith, W.6. Riv. 2837-8. [C1090

PINKS OF HARROW for your new Ariel, immediate delivery on your own h.p. terms, highest allowances.

PINKS OF HARROW for first-class used models; many Ariels and all other makes, real quality and keen value.—Station Rd., Harrow. Tel. 0044. Open until 7 p.m. [C1099

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OR 1/3 DEPOSIT—36 MONTHS TO PAY

Continued from previous column

	Cash Price
B.S.A., '59, 349 c.c. O.H.V. B.31 de luxe, sprg., d/seat	£50 10
Ariel, '52, 500 c.c. O.H.V. Red Hunter, sprg., d/seat	£50 10
Velocette, '52, 350 c.c. O.H.V. Model MAC, tele.	£50 10
B.S.A., '49, 500 c.c. O.H.V. A.7 de luxe Twin, tele.	£50 10
Indian, '55, 250 c.c. S.V. Model "Brave" s/arm, d/seat	£50 10
Ambassador, '56, 197 c.c. Villiers, s/arm, sprg.	£50 10
Ariel, '51, 500 c.c. O.H.V. Red Hunter, tele., d/seat	£50 10
James, '54, 197 c.c. Villiers Captain de luxe, s/arm	£50 10
B.S.A., '56, 150 c.c. Model D.3 Bantam Major, sprg.	£50 10

£14 DEPOSIT—84 PAYMENTS £2/12/9

Midgeomobile, '56, 125 c.c. de luxe model, spare wheel	£60 10
B.S.A., '55, 250 c.c. O.H.V. C.11 de luxe, sprg., d/seat	£60 10
B.S.A., '52, 500 c.c. O.H.V. B.33 de luxe, sprg., d/seat	£60 10
Sunbeam, '52, 500 c.c. O.H.C. S8 Twin, sprg., pills.	£60 10
Ariel, '52, 500 c.c. O.H.V. Red Hunter, sprg., d/seat	£60 10
Norton, '55, 197 c.c. Villiers, s/arm, sprg., d/seat	£60 10
Triumph, '50, 350 c.c. O.H.V. 5T Twin, s/hub	£60 10
B.S.A., '51, 500 c.c. O.H.V. A7 de luxe Twin, sprg.	£60 10
F. Burnett, '55, 197 c.c. Villiers Falcon, s/arm	£60 10
B.S.A., '57 150 c.c. Model D.3 Bantam Major, sprg.	£60 10
James, '52, 150 c.c. Villiers "Cadet" s/arm, sprg.	£60 10
Triumph, '50, 500 c.c. O.H.V. Speed Twin, tele., d/seat	£60 10
Norton, '52, 500 c.c. O.H.V. Model ES2, sprg., d/seat	£60 10

£16 DEPOSIT—84 PAYMENTS £3/1/6

Norton, '53, 500 c.c. O.H.V. ES2, s/arm, sprg.	£70 10
Vincent, '51, 500 c.c. O.H.V. Sec. C Comet, s/arm	£70 10
B.S.A., '52, 500 c.c. O.H.V. A7 de luxe Twin, sprg.	£70 10
A.J.S., 500 c.c. O.H.V. Mod. 18S, s/arm, d/seat, screen	£70 10
Norton, '52, 500 c.c. O.H.V. Mod. 17 Dominator, Twin sp.	£70 10
Triumph, '50, 650 c.c. O.H.V. Thunderbird, s/hub	£70 10
Ariel, '53, 500 c.c. O.H.V. Red Hunter, Twin, sprg.	£70 10
Matchless, '51, 500 c.c. O.H.V. Model G.80S, s/arm	£70 10
Sunbeam, '52, 500 c.c. O.H.V. Sports Twin, sprg.	£70 10
Panther, '55, 250 c.c. O.H.V. Mod. 55 de luxe, s/arm, sprg.	£70 10
F. Burnett, '55, 225 c.c. Villiers, s/arm, sprg.	£70 10
Phoenix, 150 c.c. Villiers de luxe Scooter, pillion	£70 10
Triumph, '56, 500 c.c. O.H.V. Tiger Cub, sprg., d/seat	£70 10
F. Burnett, '57, 150 c.c. Villiers de luxe, s/arm	£70 10

£18 DEPOSIT—84 PAYMENTS £3/9/9

Sunbeam, '52, 500 c.c. O.H.C. S7 Luxury Twin, sprg.	£80 10
Ariel, '54, 350 c.c. O.H.V. Red Hunter, s/arm, d/seat	£80 10
Panther, '57, 197 c.c. Villiers de luxe, s/arm, sprg.	£80 10
Triumph, '51, 650 c.c. O.H.V. Thunderbird, s/hub	£80 10
Lambretta, '56, 150 c.c. LDB de luxe, pillion, screen	£80 10
Triumph, '51, 500 c.c. O.H.V. Tiger 100, s/hub	£80 10
Matchless, 350 c.c. O.H.V. Alloy engine, Comp. Mod. sa.	£80 10
Triumph, '57, 200 c.c. O.H.V. Tiger Cub, Comp., s/arm	£80 10
A.J.S., '53, 350 c.c. O.H.V. Model 16MS, s/arm, d/seat	£80 10
B.S.A., '52, 350 c.c. O.H.V. B.31 de luxe, sprg., d/seat	£80 10
R. Enfield, '55, 250 c.c. O.H.V. "Clipper," s/arm, d/seat	£80 10
B.S.A., '51, 650 c.c. O.H.V. Golden Flash, sprg., screen	£80 10
Vespa, '57, 125 c.c. de luxe Scooter, pillion, screen	£80 10

£20 DEPOSIT—81 PAYMENTS £3/16/11

Triumph, '53, 500 c.c. O.H.V. Speed Twin, s/hub	£90 10
B.S.A., '51 500 c.c. O.H.V. A7 de luxe Twin, sprg.	£90 10
Triumph, '53, 650 c.c. O.H.V. Thunderbird, s/hub	£90 10
B.S.A., '56 350 c.c. O.H.V. C.12 de luxe, s/arm, Fairing	£90 10
Douglas, '57, 350 c.c. O.H.V. Dragonfly Twin, s/arm	£90 10
F. Burnett, '56, 225 c.c. Villiers Cruiser, s/arm	£90 10
Bandapin, '56, 200 c.c. de luxe Bella Scooter	£90 10
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Vincent, '53, 1,000 c.c. Black Shadow. Special bargain	£90 10
Norton, '53, 500 c.c. O.H.V. ES2, s/arm, d/seat	£90 10
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B.S.A., '53, 500 c.c. O.H.V. A7 Sports Star Tw., sprg.	£100 10
James, '57, Mod. 197 c.c. Villiers, s/arm, d/seat	£100 10
Lambretta, '57, 150 c.c. LD de luxe, screen, pillion	£100 10
B.S.A., '57, 250 c.c. O.H.V. C.12 de luxe, s/arm, d/seat	£100 10
Matchless, '54, 500 c.c. O.H.V. Model G.80S, s/a., d/st.	£100 10
Vespa, '56, 150 c.c. Gran Sports Super Scooter, d/seat	£100 10
Triumph, '54, 650 c.c. O.H.V. Thunderbird, s/hub, d/seat	£100 10
Ariel, '55, 500 c.c. O.H.V. Red Hunter, s/arm, d/seat	£100 10
A.J.S., '54, 350 c.c. O.H.V. Mod. 16MS, s/arm, d/seat	£100 10
B.S.A., '55, 500 c.c. O.H.V. B.31 de luxe, s/arm, sprg.	£100 10
B.S.A., '55, 650 c.c. O.H.V. Golden Flash, sprg.	£100 10
A.J.S., '52, 498 c.c. O.H.V. Mod. 20 Twin, d/arm, d/seat	£100 10
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£24 DEPOSIT—84 PAYMENTS £4/12/5

Lambretta, '57, 150 c.c. Mk. III LDB de luxe, pillion	£110 10
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T.W.B., '56, 200 c.c. "Contessa," Super Scooter, s/start.	£110 10
Ariel, '56, 350 c.c. O.H.V. Red Hunter, s/arm, d/seat	£110 10
Ariel, '55, 500 c.c. O.H.V. Red Hunter Twin, s/a., d/st.	£110 10
Matchless, '54, 500 c.c. O.H.V. G.9 Twin, s/arm, d/seat	£110 10
Velocette, '55, 350 c.c. O.H.V. MAC, s/arm, d/seat	£110 10

£26 DEPOSIT—84 PAYMENTS £5/-/2

D.K.W., '58, 250 c.c. Villiers Deve Sctr., 2,700 miles	£120 10
Matchless, '55, 350 c.c. O.H.V. G.3LS, s/arm, d/seat	£120 10
Triumph, '54, 650 c.c. O.H.V. Tiger 110, s/arm, d/seat	£120 10
A.J.S., '55, 500 c.c. O.H.V. 18S, s/arm, d/seat	£120 10
B.S.A., '54, 650 c.c. O.H.V. Golden Flash, sprg., spar sp.	£120 10
A.J.S., '55, 350 c.c. O.H.V. 16MS, s/arm, d/seat	£120 10
B.S.A., '56, 350 c.c. O.H.V. B.31 de luxe, s/arm, d/seat	£120 10
Matchless, '55, 500 c.c. O.H.V. Mod. G.80S, s/arm, d/seat	£120 10
Bella, '57, 150 c.c. de luxe Scooter, pillion, screen	£120 10
R. Enfield, '56, 350 c.c. O.H.V. Bullet, s/arm, d/seat	£120 10

£28 DEPOSIT—84 PAYMENTS £5/7/11

R. Enfield, '57, 350 c.c. O.H.V. Bullet, s/arm, d/seat	£130 10
Triumph, '54, 500 c.c. O.H.V. Tiger 100, d/seat, s/arm	£130 10
Ariel, '54, 650 c.c. O.H.V. Huntmaster Twin, s/arm	£130 10
Lambretta, '56, 150 c.c. Mk. III Scooter, screen	£130 10
Excelsior, '58, 250 c.c. Talisman Twin, s/arm, sprg.	£130 10
N.S.U., '57, 125 c.c. Super Prima Scooter, s/starter	£130 10
B.S.A., '54, 650 c.c. O.H.V. Golden Flash, s/arm	£130 10
Velocette, '56, 350 c.c. O.H.V. MAC, s/arm, d/seat	£130 10

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Matchless, '56, 350 c.c. O.H.V. Model G.3LS, s/arm	£140 10
Triumph, '54, 650 c.c. O.H.V. Tiger 110, s/arm, d/seat	£140 10
Ariel, '55, 650 c.c. O.H.V. Huntmaster, s/arm, d/seat	£140 10
A.J.S., '55, 500 c.c. O.H.V. Mod. 18 Twin, s/arm, sprg.	£140 10
Matchless, '55, 500 c.c. O.H.V. G.9 Twin, s/arm, d/seat	£140 10
B.S.A., '54, 500 c.c. O.H.V. B.34 Gold Star, s/arm	£140 10
Ariel, '54, 1,000 c.c. O.H.V. Square 4 Mk. II, sprg.	£140 10
B.S.A., '55, 650 c.c. O.H.V. Golden Flash, s/arm	£140 10

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N.S.U., '58, 150 c.c. Prima Scooter, As brand new	£150 10
Ariel, '55, 1,000 c.c. O.H.V. Mk. II Sq. 4, sprg.	£150 10
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Triumph, '55, 650 c.c. O.H.V. Tiger 110, s/arm, d/seat	£150 10
Norton, '55, 500 c.c. O.H.V. Dominator 88, s/arm	£150 10
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Matchless, '56, 500 c.c. O.H.V. Model G.9 Twin, s/arm	£160 10
Triumph, '56, 650 c.c. O.H.V. Thunderbird, s/arm, d/seat	£160 10
Matchless, '57, 350 c.c. O.H.V. G.3LS, s/arm, d/seat	£160 10
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Triumph, '56, 650 c.c. O.H.V. Tiger 110, s/arm, Fairing	£170 10
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£29 10	Excelsior, '55, 197 c.c. Villiers, spr.	£6	£1 3 7
£30 10	A.J.S., '47, 500 c.c. O.H.V. Model 18	£6	£1 9 7
£30 10	B.S.A., '49, 350 c.c. O.H.V. B.31 d.l.	£6	£1 9 7
£30 10	Excelsior, '52, 250 c.c. Twin, sprg.	£6	£1 9 7
£30 10	Norton, '49, 500 c.c. O.H.V. Mdl 18	£6	£1 9 7
£30 10	B.S.A., '52, 350 c.c. S.V. C10L, spr.	£6	£1 9 7
£30 10	James, '53, 197 c.c. Villiers, sprg.	£6	£1 9 7

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£100 10	B.S.A., '51, 650 c.c. S.V. with Swallow "Comet" c/adult sidcar	£22	£4 4 8
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£109 10	B.S.A., '48, 500 c.c. A.7 Twin, Canterbury c/adult sidecar	£22	£4 4 8
£109 10	Norton, '51, 500 c.c. E.S.2, spr., Canterbury c/adult saloon	£22	£4 4 8
£119 10	Ariel, '52, 600 c.c. S.V., Survey c/adult saloon	£25	£4 12 5
£119 10	B.S.A., '49, 600 c.c. S.V., with Busmar c/adult saloon	£25	£4 12 5
£119 10	B.S.A., '55, 500 c.c. S.V., Streamline c/adult saloon	£25	£4 12 5
£129 10	B.S.A., '51, 500 c.c. A.7, Swallow Comet c/adult saloon	£26	£5 0 2
£129 10	B.S.A., '52, 600 c.c. S.V., Swallow child/adult saloon	£26	£5 0 2
£139 10	R. Enfield, '54, 700 Meteor, Streamline c/adult saloon	£28	£5 7 11
£169 10	Ariel, '55, 600 c.c. S.V., Maxstoke c/adult saloon	£34	£6 11 1
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£199 10	Ariel, '53, 1,000 c.c., engr., Canterbury Carmobile 3-seater sidecar	£40	£7 14 3
£229 10	Panther, '54, 600 c.c., s/arm, Watsonian Warwick double/adult saloon	£46	£8 17 11
£229 10	Triumph, '56, 650 c.c. Thunderbird Swallow d/adult 2-str. saloon	£46	£8 17 11
£279 10	Triumph, '57, 650 c.c. T.110, with Swallow Jet 60 Sports sidecar	£56	£10 16 2
£329 10	R. Enfield, '55, 700 c.c. Super Meteor, Wate. Monaco sidecar	£66	£12 14 3
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1948	TRIUMPH 5T 500 Twin, teles., with Watsonian Avon single-seat sidecar on VG21 chass	£105 0
1949	TRIUMPH 6T 650 Twin, s/hub, d/seat, p/rests, fitted with Watsonian Maxstoke saloon s/car on VG21 chassis	£150 10
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79 gns.—Douglas 1950, 348cc ohv 90 Plus, spring frame, dualseat, carefully used, terms, exchanges.—Rowland Smith, below.—

75 gns.—Douglas September 1952, 348cc ohv, spring frame, very good condition, choice of 3, free tax and insurance, terms, exchanges, list, open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114

1939 Douglas 600cc twin, enthusiast rebuilt, lovely cond.; £39 o.n.o.—Donnelly, 9 Highdale Rd., Lymington, Hants. [8776

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CLAUDE RYE, Ltd.—Full range of spares for the T35 model, c.o.d.—895-921, Fulham Rd., S.W.6. Renown 6174 [81105/R

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GODFREYS, Ltd.—Appointed Vespa dealers all depots.—See display advert. [C1052/R

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WHITBYS.—Vespa specialists, new and second-hand.—273, Acton Vale, London, W.3. She. 5355. [C1128/R

WATERS OF WELWYN GARDEN CITY, immediate delivery, choice of models.—Welwyn Garden City 5033. [8812

SLOCOMBES OF NEASDEN!!! for your new Vespa; terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3555—8 lines. [C1115

LEDA Scooters.—Immediate delivery all models, part exchange, h.p. terms, service after sales.—Morden Court Parade, Morden, Surrey. Mit. 4466. [0034/R

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GEORGE CLARKE pay most for Douglas Vespa.—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019

ROWLAND SMITH'S, the Douglas Vespa buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R

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GODFREYS, Ltd., Croydon, 206, Gt. Portland St., W.1, Forest Gate. See display adverts. [81052/R

LIDDAMORE MOTORS, 686-710, High Rd., Tottenham, N.17. Tel. 2321. All spares and access. c.o.d. service. [0080

HUMPHREYS for Vespa spares and accessories, counter or c.o.d.—122, Hampstead Rd., N.W.1. Euston 6536. Close Thursday 1 p.m. [81084/R

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52 gns.—Ducati October 1957, 48cc ohv, swinging arm, speedometer, 2,300 miles, free tax and insurance, terms, exchanges, list, open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hamp. 6041. [C1114

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LITTLEJOHN'S.—Main dealer; machines, spares; terms; exchanges.—2, Ruislip Rd., Greenford. Waxlow 3255. [0527

SLOOMMES OF NEASDEN!!! for your new Francis-Barnett; terms and exchanges.—238-271, Neasden Lane, N.W.10. Gladstone 3355 (8 lines). [C1115

WHITE & MARTIN for your new Francis-Barnett; exchanges, terms; spares and repairs.—18, Ashfield Parade, Southgate, N.14 Palmers Green 1055. [C1152/R

CHITHAM & DAVIS, Ltd., for immediate delivery of all Francis-Barnett models; terms and exchanges.—15-17, Station Rd., Swanley, Kent. Tel. 2626. [C1008

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ROWLAND SMITH'S the F.-Barnett buyers.—Hampstead High St. London, N.W.3. Ham. 6041. [W1134/R

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'57 **TRIUMPH** Cub 200 c.c., S/A, carrier £128 0

'56 **TRIUMPH** Thunderbird 650 c.c., silver and chromium, dual seat £175 0

'52 **TRIUMPH** Tiger 100, spring hub, alloy motor, dual seat, carrier, clean £98 0

'57 **TRIUMPH** Thunderbird 650 c.c., S/A, excellent throughout £218 0

'56 **TRIUMPH** Tiger 100, blue and chromium, clean £198 0

'55 **TRIUMPH** Tiger 100, Craven panniers, carrier, good tyres £158 0

'57 **TRIUMPH** Thunderbird 650 c.c., silver and chromium, screen, crash bars £175 0

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GEO CLARKE MOTORS LIMITED

1000 COMBINATIONS, 3-WHEELERS, MOTOR CYCLE & SCOOTER BARGAINS ON ENGLAND'S EASIEST TERMS—

From 1/10th Deposit and Repayments 3 years, or, if you wish, a lower deposit and shorter repayment period, or higher deposit and longer repayment period—just make your own suggestions and leave the rest to us!

COMBINATIONS AT 276-8 BRIXTON HILL — Cash Price

SUNBEAM, '27, 500 o.h.c., and S/S Sports c/car £18 10
NORTON, '47, 500 s.v., and C/A saloon c/car £15 10
LEVIS, '52, 600 o.h.v., and Blacknell S/S saloon £19 10
INDIAN, '52, 500 s.v., and 2-seater saloon £80 10
ENFIELD, '51, 350 o.h.v., Wat. Avon Sports £60 10
B.S.A., '48, 500 s.v., and S/S saloon £40 10
B.S.A., '47, 500 s.v., and Raven saloon £40 10
ENFIELD, '50, 500 o.h.v., and Canterbury S/S saloon £40 10
B.S.A., '37, 350 o.h.v. B32 Comp., and Noxal Sports £40 10
ARIEL, '46, 600 o.h.v. 4F, tele., spgr., and Wat. Manxtoke £40 10
ARIEL, '50, 600 s.v., and Leyton C/A saloon £50 10
B.S.A., '49, 500 s.v. ans B.S.A. Sports Tourer £55 10
B.S.A., '48, 500 s.v. and '54 Swallow Comet C/A £50 10
NORTON, '48, 500 o.h.v. and Swallow saloon £50 10
B.S.A., '50, 600 s.v., and Watsonian S/S saloon £60 10
DOUGLAS, '47, 350 o.h.v., and '38 Garrard Gazelle £60 10
TRIUMPH, '47, 350 o.h.v. Twin, and Wats. Windsor £60 10
ARIEL, '51, 350 o.h.v. and S/S Garrard Sports £60 10
B.S.A., '49, 500 o.h.v. Twin, spgr., Wats. Ascot saloon £60 10
B.S.A., '55, 250, spgr., and Surrey Rambler S/S £70 10
A.J.S., '49, 500 o.h.v., and Wats. Ascot S/S saloon £70 10
ARIEL, '52, 600 s.v., and Burmar S/S saloon £70 10
ARIEL, '48, 600 s.v., and Swallow Harvard D/A saloon £80 10
ARIEL, '52, 600 s.v., spgr., and Swallow Tudor saloon £80 10
ARIEL, '52, 500 o.h.v., spgr., and B.S.A. Sports c/car £80 10
B.S.A., '54, 500 s.v., and 2-str. saloon £80 10
B.S.A., '52, 500 o.h.v. Twin, spgr., and Canterbury C/A sal. £80 10
AMBASSADOR, '57, 197, and Surrey Rambler saloon £80 10
MATCHLESS, '52, 500 o.h.v., and Wats. Avon Sports £80 10
SUNBEAM, '50, 500 o.h.c., and Lemul D/A saloon £100 10
PANTHER, '54, 500 o.h.v., and Canterbury C/A saloon £110 10
PANTHER, '54, 500 o.h.v., and Canterbury C/A saloon £110 10
TRIUMPH, '51, 500 o.h.v. Twin, '38 Garrard Sidecar £110 10
A.J.S., '53, 500 o.h.v., and Surrey Rambler sal. S/S £110 10
ARIEL, '53, 600 s.v., spgr., and Wats. Albion £120 10
ARIEL, '51, 1,000 o.h.v. 6s 4, and Wats. Manxtoke C/A £120 10
B.S.A., '51, 650 o.h.v. Twin, spgr., and Streamline D/A... £120 10
VINCENT, '51, 500 o.h.v., and Swallow Jet 55 Sports £120 10
PANTHER, '53, 500 o.h.v., and '54 Wats. Ascot saloon £130 10
ENFIELD, '54, 500 o.h.v., S/A, and '56 Rankin saloon £130 10
ARIEL, '51, 1,000 o.h.v. 4G, and '54 Wat. Manxtoke £130 10
ARIEL, '52, 1,000 4G, spgr., and Sports Coupe c/car £130 10
VELOCETTE, '51, 500 o.h.v., S/A, and Swallow Comet £130 10
PANTHER, '55, 500 o.h.v., and Garrard-Ledbrooke D/A sal. £130 10
PANTHER, '53, 500 o.h.v., and '54 Swallow Comet C/A.. £145 10
B.S.A., '54, 500 o.h.v., spgr., '56 Wat. Ascot, brake wheel £145 10
PANTHER, '55, 500 o.h.v., '54 Wat. Ascot S/S saloon .. £140 10
ENFIELD, '55, 700 o.h.v. Twin, S/A, and Wat. Monarch £150 10
ENFIELD, '55, 700 o.h.v. Twin, and Wat. Monarch £150 10
ARIEL, '52, 1,000 o.h.v. 4G, and '38 Streamline C/A £155 10
PANTHER, '55, 500 o.h.v., '58 Streamline C/A saloon .. £170 10
ARIEL, '52, 1,000 o.h.v. 6s, 4, Swallow Comet on Blacknell £170 10
B.S.A., '54, 650 o.h.v. Twin, spgr., and Swallow Jet 60 single seater Sports £180 10
B.S.A., '54, 650 o.h.v. Twin, spgr., and Garrard 999 single-seater Sports £190 10
B.S.A., '55, 650 o.h.v. Twin, S/A., and Watsonian Warwick 2-adult saloon £190 10
TRIUMPH, '55, 650 o.h.v. Twin, sidecar, and Swallow Tudor saloon £190 10
ARIEL, '57, 600 s.v., spgr., and '54 Garrard-Latimer 2-adult saloon £190 10
TRIUMPH, '56, 650 o.h.v. Twin, S/A, T110, and Blacknell Bullett Sports £215 10
ARIEL, '53, 1,000 o.h.v. 4G Mk. II, and '56 Canterbury Carmobile 3-seater saloon £230 10
ARIEL, '54, 1,000 o.h.v. 4G Mk. II, and '56 Canterbury Carmobile 3-seater saloon £230 10

Also large selection of Used Combinations and Used Sidecars from 20/- to £50.

COMBINATIONS AT 276-9, HIGH ST., ACTON

NORTON, '39, 500 s.v., Wats. ch. only. Cash £19 10
TRIUMPH, '38, 500 o.h.v. Speed Twin, Wat. Albion sal... £20 10
B.S.A., '48, 350 o.h.v. B31, sctr., HMB saloon £45 10
B.S.A., '49, 350 o.h.v. B31, tele., HMB C/A saloon..... £40 10
B.S.A., '48, 500 o.h.v. M33, D/S, tele., Leyton C/A saloon £45 10
B.S.A., '50, 500 o.h.v. M.33, Swallow Coasack coc. 2-str... £55 10
NORTON, '49, 500 s.v. Big 4, Wats. Manxtoke C/A sal.... £50 10
ENFIELD, '49, 500 o.h.v. S3, Wats. Albion saloon £60 10
NORTON, '51, 500, tele., spgr., roll-width hubs fitted r.b., '52 Steib S350 Sports tourer £60 10
ARIEL, '49, 600 s.v. VB, tele., d/seat, Manxtoke type C/A saloon £60 10
B.S.A., '50, 500 s.v. M.33, tele., V.P. Velocite C/A sal. £60 10
NORTON, '48, 500 o.h.v. ES2, spgr., Burmar Launch sal. £60 10
ARIEL, '49, 600 s.v., tele., d/st., Manxtoke Type C/A sal. £60 10
ARIEL, '53, 600 s.v. Mod. VB, tele., pillion, mirror, screen, fitted Canterbury saloon in matching maroon £60 10
NORTON, '51, 500 s.v. Big 4, tele., d/seat, lgshields, screen, Swallow Harvard D/A saloon £70 10
ENFIELD, '51, 500 o.h.v. J2, Wats. Albion sal., '57 VG21 ch £70 10
B.S.A., '51, 500 Twin A7S, Manxtoke C/A saloon, VG21 ch. £70 10
NORTON, '51, 500 s.v. Big 4, tele., d/seat, lgshields, screen, Swallow Harvard D/A saloon £70 10
ARIEL, '53, 600 s.v. Model VB, tele., pillion, mirror, screen, fitted Canterbury saloon, in matching maroon £70 10
NORTON, '49, 500 o.h.v. ES2, c/frame, S/S Wats. Monarch VG21 ..... £80 10
SUNBEAM, '49, 500 o.h.v. Wats. Manxtoke C/A saloon... £80 10
SUNBEAM, '48, 500 o.h.c. S7 fitted '52 B.S.A. C/A saloon £80 10

Continued in next Column →

J.A.P.

J.A.P. world service, engines and spares, retail, wholesale, export.—Alec Jackson Motor Export, Ltd., 1006, Harrow Rd., London N.W.10. Ladbroke 2782. [C1066/R

JAWA SPARE PARTS

NORMAN STOKES MOTOR CYCLES, U.K. distributors for all Jawa and CZ spares and service; trade enquiries invited.—1, Vernon St., Wellingborough Rd., Northampton. Tel. 1309 [0106/R

LAMBRETTA

LAMBRETTA.—Sole concessionaires U.K., Lambretta Concessionaires, Ltd., Head office and sales, Beverley Works, Kingston By-Pass S.W.20. Tel. Maiden 7721. Service station 215/219, Broadway, Wimbledon, S.W.19. Tel. Liberty 7621. Spares and accessories, 424/426 Kingston Rd., Raynes Park, S.W.20. Tel. Cherrywood 2204 [0475/R

SPEEDWAY OF ACTON.

100% Lambretta, over 60 Lambrettas in stock, including every new model; free delivery anywhere, easiest of easy terms.—310-314 Uxbridge Rd., W.3. Acorn 5051-2. [C1121

ROWLAND SMITH'S for Lambretta.

LATEST models in stock.

FREE tax and insurance with second-hand scooters.

85 gns.—Lambretta 1955, 150cc LD, pillion, carrier, etc., carefully used; choice of 8 Lambrettas; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114

MATTHEWS OF STOCKWELL, Ltd., 55, Stockwell Rd., S.W.9.

1958 Lambretta 150cc, screen, s. wheel and many other extras, as new; £145.

1957 Lambretta with every conceivable extra; £129.

WE have a tremendous selection of new and used scooters, 1/5th deposit, immediate delivery; terms and exchanges.—Brixton 6555. [C1122

LAMBRETTA.—Loxham's Motor Cycle House; exchange; h.p. terms.—Tel. 4242 Preston. [0044/R

GODFREYS, Ltd., appointed dealers all depots, including Leytonstone.—See display advert [C1052/R

WHITBYS for bargains in used Lambrettas.—273, Acton Vale London, W.3. Shep. Bush 1355. [C1128/R

MOTO OF CATFORD.—S.E. London's largest stockists.—8-10, Rushey Green, S.E.6. Hit. 2613. [8806

PINKS OF HARROW for your new Lambretta, immediate delivery on your own h.p. terms, highest allowances.

PINKS OF HARROW for first-class used models; many Lambrettas and all other makes, real quality and keen value.—Station Rd., Harrow. Tel. 0041. Open until 7 p.m. [C1099

PRIDE & CLARKE, Ltd., Lambretta specialists, all models, exchanges welcomed.—158, Stockwell Rd., S.W.9. Brixton 6251 [C1098/R

WATERS OF WELWYN GARDEN CITY, immediate delivery, choice of models.—Welwyn Garden City 5033. [8813

SLOCOMBES FOR NEASDEN!!! for your new Lambretta; terms and exchanges.—259-271, Neasden Lane, N.W.10. Gladstone 5355 (3 lines). [C1115

NEW Lambrettas, £33/10 down, 24 monthly instalments £6/12; reduced hire purchase and insurance rates.—H. A. Saunders, Highfield, London, N.W.11. [0035

WHITE & MARTIN for the Lambretta Scooter. Immediate delivery; spares and accessories; h.p. terms, part exchanges, etc.—10, Ashfield Parade, Southgate, N.14. Palmers Green 1035. [C1052/R

J. J. DOUBLE (MOTOR SALES), Ltd., 1958 Lambretta agents; terms, spares, service, repairs.—123-4, Mildmay Parade, Cranbrook Rd., Barkingside, Ilford. Tel. Val. 0191. [C1119/R

CHITHAM & DAVIS, Ltd., for immediate delivery of all Lambretta models, one-fifth deposit; terms and exchanges.—15-17, Station Rd., Swanley, Kent. Tel. 2526. [C1006

COMERFORDS for Lambrettas, new and second-hand, exchanges, terms; we offer first-class service facilities and are appointed Lambretta service agents.—Portsmouth Rd., Thames Ditton, Emberbrook 5531.

ELITE MOTORS for your new Lambretta, every model for immediate delivery; spares, accessories and officially appointed Lambretta service station.—951, Garratt Lane, Tooting Broadway, S.W.17. Balham 1200. [C1169/R

SPECIAL offer: 1957 Lambretta FD 150cc commercial lightweight delivery 3-wheeler, very low mileage, with large well-built van body, 6cwt capacity; cut your costs the easy way; list price £295, our clearance price £189.

BEST selection, best exchanges, best terms, best buy for your new or used Lambretta from the best in the business.

NAYLOR & ROOT, Ltd., Motor Cycle House, 25, East Hill, S.W.18. Battersea 2252 [C1089/R

CONTINENTAL SCOOTERS, Ltd., Britain's oldest all-scooter distributors, exchanges, hire purchase, state your own deposit.—225-7, Westminster Bridge Rd., S.E.1. Wat. 3103 157, Old Brompton Rd., S.W.5. Fre. 1844. 162, Finchley Rd., N.W.3. Swi. 3767. [0211/R

LAMBRETTA WANTED

ROWLAND SMITH'S, the Lambretta buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R

GEO CLARKE MOTORS LIMITED

COMBINATIONS (Con't) at 276-9 High Street, Acton — Cash Price

SUNBEAM, '51, 500 o.h.c. S8, Trinder D/A saloon, VG21 ch. £90 10
ARIEL, '49, 600 s.v., Rankin D/A on VG21 chassis..... £90 10
ARIEL, '53, 500 o.v., Watsonian 2-seater saloon £90 10
PANTHER, '50, 500 o.h.v., tele., Manxtoke VG21, and brake £100 10
TRIUMPH, '50, 650 Thunderbird, Wat. Avon on Velvet ch. £100 10
TRIUMPH, '52, 500 o.h.v. Speed Twin, tele., sp. hub, d/seat, Avon screen, throt. lock, Noxal C/A sal. ch. r. carr. £115 10
TRIUMPH, '52, 500 o.h.v. Speed Twin, tele., s/hub, d/st., Avon screen, throttle lock, Noxal C/A saloon, chrome rear carrier £115 10
B.S.A., '52, 500 s.v. M21, tele., carrier, matching colours, very good cond., '57 Swallow Comet C/A sl. B.S.A. chass. £119 10
PANTHER, '51, 500 o.h.v. Model 100, screen, d/seat, 55 Manxtoke C/A saloon, VG21 chassis £119 10
B.S.A., '52, 500 s.v. M21, tele., carrier, matching colours, very good condition, '57 Swallow Comet C/A saloon, B.S.A. chassis £119 10
B.S.A., '51, 500 s.v. M21, '57 Bonmar Devon C/A saloon, B.S.A. chassis £119 10
VINCENT, '51, 500 o.h.v. Comet, Blacknell Bullett..... £120 10
PANTHER, '53, 500 o.h.v. Albion sal., spr., chassis £125 10
B.S.A., '55, 500 s.v., tele., l/shids., B.S.A. ch., '59 Streamline C/A saloon £130 10
B.S.A., '55, 500 s.v. M20, tele., lgshields, B.S.A. ch., '59 streamline C/A saloon £130 10
TRIUMPH, '59, 650 Twin, s/hub, Wats. Ascot saloon, VG21 and brake £130 10
PANTHER, '54, 500 o.h.v. M106, Swallow C/A saloon, on Velvet chassis £140 10
PANTHER, '50, 500 o.h.v., tele., S. Comet C/A saloon.. £140 10
B.S.A., '55, 500 s.v., tele., '59 Streamline C/A saloon .. £140 10
B.S.A., '55, 500 o.h.v. B33, spgr., Wats. Ascot on VG21 ch. £160 10
TRIUMPH, '53, 650 o.h.v. 6T, tele., spring hub, d/seat, tank carriers, '57 Raven D/A saloon, on VG21 chassis £160 10
WATCHLESS, '53, 500 c.c. G9 Twin, tele., S/A., l/shids., mirror, d/seat, Swallow Tudor saloon, Velvet, and brake £180 10
WATCHLESS, '53, 500 c.c. G9 Twin, tele., S/A, lgshields, mirror, d/st., Swallow Tudor saloon, Velvet chassis and brake £180 10
TRIUMPH, '53, 650 o.h.v. 6T, tele., s/hub, d/st., tank carriers, '57 Raven D/A saloon on VG21 chassis..... £180 10
NORTON, '55, 600 s.v., Wat. Warwick D/A. saloon..... £190 10
ARIEL, '54, 1,000 c.c. 4s 4, tele., spgr., d/seat, 56 Wats. Warwick D/A saloon, VG21 brake wheel chassis £200 10
ARIEL, '54, 1,000 c.c. Square 4, tele., spgr., d/seat, '56 Wats. Warwick D/A saloon, VG21 brake wheel chassis £200 10
B.S.A., '55, 650 o.h.v. A10S, Ascot VG21, spgr. and brake £200 10
SUNBEAM, '57, 500 o.h.v. S8, '57 Wats. Ascot, VG21, sprung wheel and brake £200 10

USED CARS AND THREE-WHEELERS AT 276-8 BRIXTON HILL

BOND, '52, 197 2-seater coupe, red £80 10
HILLMAN, '46, 10 h.p. saloon, black £90 10
A.C. Petite, '54, 350 2-str. sal. de luxe, blue £140 10
GORDON, '?, 197, 2-3 seater de l. coupe, blue/gold £150 10
BOND, '56, 197 Family 4 de luxe coupe, cream £210 10
METTA, '56, 250 o.h.v. 2-seater saloon, blue £230 10
MESSERSCHMITT, '57, 200 KR200 de luxe, blue £240 10
ISETTA, '57, 300 o.h.v., 2-seater saloon, blue £290 10
RELIANT, Regal, '55, 750 2-4 seater coupe, red £300 10

MOPEDS AND SCOOTERS AT 276/9, BRIXTON HILL

KREIDLER, '57, 49 c.c. Moped, blue, single speed £60 10
N.S.U., '55, 49 c.c. Quickly Standard, 2-spd. £60 10
MOBYLETTE, '57, 49 c.c. de luxe Moped, fully automatic £69 10
BINETTA, '57, 49 c.c. 2-speed Moped, beige, bargain £69 10
MERCURY, '56/57, 49 c.c. Hermes Scooter, pillion, hand/str £35 10
DURKOPP, '56, 49 c.c. Moped, 2-speed, blue £45 10
N.S.U., '56, 49 c.c. Quickly, w/scr., l/shids. £55 10
B.S.A., '57, 70 c.c. Dandy, grey, S/A, 2-speed £65 10
MOBYMATIC, '57, 49 c.c. de luxe Moped automatic £65 10
LEOPARD, '57, 49 c.c. S/A, l/links, forks, blue/silver £65 10
N.S.U., '57/58, 49 c.c. Quickly Standard, 2-speed. As new £69 10
VESTINO, '57, 49 c.c. Puntita S/A, d/st., f/w. hubs £69 10
LEOPARD, '56/57, Bobby, 49 c.c., blue/silver. Perfect.. £69 10
WHIPPET, '57/58, 60 c.c. Moped S/A. d/st., 2 spd. £85 10
LAMBRETTA, '54, 125 LD, pillion, carrier £50 10
VESPA, '53, 125 standard, w/scr., sp. wh., d/seat £65 10
FIAT1, '57, 125, d/seat, carrier, w/scr., red/cream..... £75 10
BINETTA, '58, 49 c.c. Mk. III, S/A, F.W. hubs, blue/grey £95 10
VESPA, '57, 125 c.c., blue, carrier, low mileage £95 10
LAMBRETTA, '56, 150 c.c. LDB, red/grey, bargain £95 10
LAMBRETTA, '57, 150 c.c. LDB, w/screen, grey £105 10
PROGRESS, '56, 100 c.c. Supermo, s/str., w/scn., green .. £115 10
VESPA, '57, 150 c.c. Gran Sport, d/st., silver £125 10
ZUNDAPP, '56, 200 c.c. Bella, elec. st., w/scr., d/seat.... £125 10
T.W.N., '57/58, Super Tessy, s/str., black/green £129 10
ZUNDAPP, '57, 150 c.c. Bella, e/str., carrier, blue £129 10
LAMBRETTA, '56, 150 c.c. LDB, w/scr., under 3,000 mls. £139 10
T.W.N., '57, 200 c.c. Contessa, 2-tone blue, e/str. £145 10
N.S.U., '55, 173 c.c. "S Star" Prima, blue. Under 10 mls. £199 10

MOPEDS AND SCOOTERS AT 276-9, HIGH ST., ACTON

NORMAN, '56, 49 c.c. Sippy Moped £19 10
LAMBRETTA, '57, 49 c.c. Moped £35 10
MORTLETTE, '58, 49 c.c. de luxe Moped, new £45 10
BERINI, '57, 49 c.c. Moped, tele., carrier lighting, white wall tyres, Cons rims, 2,293 miles £49 10
LAMBRETTA, '54, 125 T/S, black, pillion, luggage grid .. £50 10
VESPA, '56, 125 Scooter, extras £60 10
D.K.W., '56, 74 c.c. Hobby Scooter £60 10
LAMBRETTA, '56, 150 LDB Scooter, extras £70 10
D.K.W., '57, 74 c.c. Hobby de luxe, Scooter, screen..... £70 10
D.K.W., '56/57, 74 c.c. Hobby de luxe Scooter, full length screen, pillion, carrier, blue and chrome £70 10
ZUNDAPP, '57, 150 c.c. Bella Scooter, tele. £80 10
TERROT, '56, 125 c.c. T/S Sociorrot, 27 miles only £119 10
LAMBRETTA, '56, 150 LDB Mk. III Scooter, Superb.. £130 10

TWO-STROKES AT 276-8, BRIXTON HILL

B.S.A., '54, Winged Wheel on gent's cycle £12 10
B.S.A., '49, 125 125 Bantam, tele. £19 10
EXCELSIOR, '54, 98 c.c., speedo., carrier, g. cond. £19 10

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GEO CLARKE MOTORCYCLES LIMITED

TWO STROKES (cont.) At 276, Brixton Hill

	Cash Price
AMBASSADOR, '51, 197 Envoy, telex., pill., panns.	£80 10
EXCELSIOR, '53, 98 c.c. Consort, luggage rack	£80 10
AMBASSADOR, '53, 197, spgr., d/seat, bargain	£80 10
JAMES, '53, 150 c.c., telex., Cadet, spgr., panniers	£85 10
JAMES, '53, 197 Captain, d/seat, spgr.	£90 10
EXCELSIOR, '56, 98 Consort, spgr., d/seat, lg.sh.	£95 10
EXCELSIOR, '55, 150 S/A., d/st., luggage rack	£95 10
B.S.A., '56, 150 Bantam Major, S/A., d/seat, good cond.	£95 10
JAMES, '54, 225 Colonel, S/A., d/st.	£95 10
JAMES, '56, 197 Captain, S/A., d/seat, carrier	£75 10
F.-BARNETT, '55, 225 Cruiser, S/A., d/st., telex.	£95 10
ZUNDAPP, '55, 200, s/arm, d/seat, carrier	£95 10
AMBASSADOR, '56, 200 Envoy, d/st., S/A., telex., f/shield	£99 10
F.-BARNETT, '56, 225 Cruiser, S/A., d/seat, immac.	£99 10
JAMES, '57, 250 S/A., telex., d/st., immac. cond.	£119 10

TWO-STROKES AT 276-8, HIGH ST., ACTON

JAMES, '49, 98 c.c. T/S, Cadet, repainted maroon, Cash only	£10 10
NORMAN, '51, 98 c.c. T/S motorcycle. Cash only	£10 10
ENFIELD, '50, 125 c.c. T/S, R.E. Cash only	£14 10
JAMES, '49, 98 c.c. Comet, telex. Cash only	£15 10
R. ENFIELD, '47, 125 c.c. T/S, R.E. Excellent tyres	£15 10
MOSQUITTE, '56, 48 c.c. de Luxe	£20 10
AMBASSADOR, '54, 197 Popular, telex., panniers, screen	£19 10
EXCELSIOR, '53, 197 T/S Model B2, telex., spgr.	£40 10
JAMES, '55, 150 c.c. T/S, Cadet, telex., spgr.	£40 10
EXCELSIOR, '53, 197 T/S, Model B2, telex., spgr.	£40 10
B.S.A., '54, 150 Major, spgr., telex., d/seat	£55 10
F.-BARNETT, '53, 197 c.c. Falcon, telex., d/seat	£50 10
AMBASSADOR, '55, 197 Envoy, telex., S/A., d/st., f/shield, new tyres, 10,428 miles	£65 10
B.S.A., '57, 149 c.c. T/S., B. Major, S/A., d/st., 9,962 miles	£70 10
F.-BARNETT, '57, 150 Flyer, telex., s/arm	£70 10
JAMES, '57, 150 c.c. Cadet de Luxe, telex., s/arm, d/seat	£65 10
B.S.A., '57, 150 c.c. Bantam Major, s/arm, 1 owner, 3,110 m.	£60 10
F.-BARNETT, '57, 150 T/S., Flyer 78, telex., s/n., panniers	£80 10
F.-BARNETT, '57, 150 T/S. Flyer 78, telex., S/A., matching green panniers, screen, dual seat	£80 10
F.-BARNETT, '56, 225 Cruiser 75, telex., s/arm	£80 10
ZUNDAPP, '56, 200 T/S., spgr., Model 2008	£80 10
ZUNDAPP, '57, 200 T/S. Model 2008, telex., S/A., d/seat	£100 10

SOLOS AT 276, BRIXTON HILL

ENFIELD, '46, 350 o.h.v.	£9 10
NORTON, '55 (regd.), 500 o.v. 16H, ex-W.D.	£9 10
B.S.A., '29, 550 o.h.v.	£12 10
B.S.A., '29, 250 o.h.v.	£15 10
PANTHER, '46, 250 o.h.v., d/seat	£15 10
AJS., '30, 350 o.h.v. Red Hunter, telex.	£19 10
B.S.A., '47, 500 o.h.v.	£19 10
TRIUMPH, '46, 350 o.v., telex.	£19 10
ENFIELD, '46, 350 o.h.v. Model G	£19 10
MATCHLESS, '46, 350 o.h.v. G80, telex.	£19 10
AJS., '46, 350 o.h.v., telex., d/st.	£20 10
B.S.A., '46, 250 o.h.v. C11, telex., d/st.	£20 10
TRIUMPH, '48, 350 o.h.v. 3T Twin, telex.	£20 10
VELOCETTE, '47, 350 o.h.v. MAC, pillion	£20 10
PANTHER, '49, 250 o.h.v.	£20 10
ENFIELD, '47, 350 o.h.v.	£20 10
ARIEL, '48, 350 o.h.v. Twin, telex.	£25 10
B.S.A., '47, 500 o.h.v. B33	£25 10
DOUGLAS, '48, 350 o.h.v. Twin, spgr., d/seat	£25 10
B.S.A., '48, 500 o.h.v., telex.	£30 10
DOUGLAS, '49, 350 o.h.v. Twin, telex., d/seat	£30 10
NORTON, '47, 500 o.h.v. Model 18, telex., d/st.	£30 10
NORTON, '48, 500 o.h.v. E82, spgr., d/st.	£45 10
TRIUMPH, '46, 500 o.h.v. 5T	£45 10

Postal customers read this Testimonial from hundreds received

Stray Vice, Saxton, Tadcaster.

Dear Sirs,

I am just writing to say I have received my motor cycle combination and am very pleased with the condition of it.

I would like to thank you for your quick service and attention.

Yours faithfully (Signed) J. T. B.

MATCHLESS, '48/49, 500 o.h.v. G80, telex.	£45 10
ARIEL, '50, 1,000 o.h.v. Sq. 4, telex.	£45 10
ARIEL, '51, 500 o.h.v. Model KH Twin, d/st.	£40 10
TRIUMPH, '54, 150 o.h.v. T15, spgr., d/seat	£40 10
DOUGLAS, '50, 250 o.h.v., s/arm, d/seat	£50 10
NORTON, '51, 500 o.h.v. W18, telex.	£57 10
SUNBEAM, '48, 500 o.h.v. S7, spgr.	£50 10
B.S.A., '52, 500 o.h.v. A7 Twin	£50 10
SUNBEAM, '49, 500 o.h.v., spgr., pillion	£52 10
A.J.S., '53, 500 o.h.v. Mod. 18, telex., bargain	£55 10
ENFIELD, '51, 500 o.h.v. Twin, S/A, d/st.	£55 10
ARIEL, '53, 500 o.h.v., spgr., d/seat	£55 10
B.S.A., '51, 500 o.h.v. B34, spgr., d/st.	£60 10
VINCENT, '50, 500 o.h.v. Series C Comet, S/A., d/st.	£60 10
TRIUMPH, '55, 200 o.h.v. T20, spgr., d/seat	£75 10
NORTON, '52, 500 o.h.v. E82, S/A., d/st.	£70 10
B.S.A., '53, 350 o.h.v. B31, spgr., d/st.	£70 10
SUNBEAM, '51, 500 o.h.v. S8 Twin, spgr.	£70 10
TRIUMPH, '56, 200 o.h.v. T20, spgr., d/st.	£70 10
B.S.A., '55, 250 o.h.v., spgr., dual seat	£80 10
A.J.S., '53, 500 o.h.v. S/A., d/st.	£80 10
SUNBEAM, '52, 500 o.h.v. S8, spgr., d/st., w/screen	£80 10
ARIEL, '57, 200 o.h.v. Colt, spgr., d/st.	£80 10
VINCENT, '51, 500 o.h.v. Comet, S/A., d/st.	£80 10
ARIEL, '54, 350 o.h.v. N/H, S/A., d/st.	£85 10
ENFIELD, '55, 350 o.h.v. Bullet	£90 10
B.S.A., '51, 650 o.h.v. A10 Twin, spr., d/st.	£90 10
ENFIELD, '53, 700 o.h.v. Twin, S/A, d/seat	£90 10
PANTHER, '57, 280 o.h.v. Model 65, S/A, d/seat	£90 10
B.S.A., '56, 250 o.h.v. C12, S/A, d/seat, carrier	£90 10
VINCENT, '50, 1,000 o.h.v. Rapide, dual seat	£95 10
TRIUMPH, '54, 500 o.h.v. 5T, sp. hub, d/seat, w/screen	£100 10
ARIEL, '55, 350 o.h.v. Red Hunter, s/arm, d/seat	£100 10
ARIEL, '52, 1,000 o.h.v., Sq. 4, telex.	£100 10
ARIEL, '55, 350 o.h.v. H'master. Needs attention	£100 10
ARIEL, '55, 500 o.h.v. VH, w/screen	£115 10
VINCENT, '53, 500 o.h.v. Comet, S/A., d/st.	£115 10

Continued in next Column

LAMBRETTA WANTED

GEORGE CLARKE pay most for Lambretta.—276, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019

PLANET AUTOS purchase good used Lambretta exchange, etc.—353, Putney Bridge Rd., S.W.15. Putney 1198. [W1138/R

CLAUDE RYE urgently require all models get our price first! H.p. accounts settled, we pay carriage.—895-921, Fulham Rd., S.W.6. Ren. 6174. [W1105/R

LAMBRETTA SPARE PARTS

SPEEDWAY OF ACTON, largest Lambretta stockists in Great Britain; all spares and accessories; same day c.o.d.—314, Uxbridge Rd., W.3. Acorn 5031-2.

PALMERS for Lambretta spares and service.—61, Stanley Rd., Teddington. Molesey 1646. [81005

GEORGE GROSE, Ltd., 834, High Rd., N.12. Hil 2149. All spares & access. c.o.d. service. [0553

MARBLE ARCH MOTOR SUPPLIES, Ltd., Cantelowe Road, Green.—Lambretta spares accessories service; rapid c.o.d.—Rodney 2181. [0285/R

MOORES OF TOTTENHAM for genuine Lambretta spares and accessories.—649-653, High Rd., Tottenham, N.17. Tel. Tottenham 2440. [0161/R

GODFREYS, Ltd., for special Lambretta service, spares, factory trained mechanics, all special tools, 7 depots in the London area.—See display advertisement. [81052/R

ASTON AUTO MOTORS OF BIRMINGHAM.—Complete range Lambretta spares and accessories, trade and retail; prompt c.o.d.—172-177, Aston Rd., Birmingham, 6. Aston Cross 3201-2. [0498/R

LAMBRETTA SERVICE

ELEANOR MOTORS, 265, Mare St., Hackney, E.8, for sales, spares, service, repairs.—Amherst 5134/3923. [0312

ELEANOR MOTORS (STADIUM).—East London's fully equipped service station, sales, spares, repairs.—98-106, Lea Bridge Rd., Clapton, E.5. Amherst 6606. [0524

MAICO

MAICO (GREAT BRITAIN), Ltd., 8a, Gloucester Rd., S.W.7. Tel. Fremantle 4518-9. Spares and workshops; 23, Astwood Mews, S.W.7. Tel. Fremantle 5519. Sole concessionaires U.K. for Maicoletta 247cc and 277cc, super scooter and Maicomobil 197cc, totally enclosed. All spares from stock. [0602/R

RON McKENZIE, 961, Chester Rd., Stretford, Lancs. Sales, service.—Longford 2100. [C1086

GODFREYS, Ltd.—Appointed dealers all depots, including Leyton Zone, E.11. See display advert. [C1052/R

WATERS OF WELWYN GARDEN CITY, immediate delivery, choice of models.—Welwyn Garden City 5033. [8810

PINKS OF HARROW for your new Maico, immediate delivery on your own h.p. terms, highest allowances.

PINKS OF HARROW for first-class used models; many Maicos and all other makes, real quality and keen value.—Station Rd., Harrow. Tel. 0044. Open until 7 p.m. [C1099

SPEEDWAY OF ACTON for your new Maico; 100 used scooters always in stock.—310-314, Uxbridge Rd., W.3. Acorn 5031-2. [C1121

SLOCOMBES OF NEASDEN!!! for your new Maico; terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355 (8 lines). [C1115

EARLY deliveries of these models are usually possible if you order now through Nick Lancaster.—53, Whitegate Drive, Blackpool. Tel. 24720. [0147

EAST HILL MOTORS, Ltd., for your new Maicoletta or Maico Mobil; immediate delivery from stock; demonstration models available.

TERMS and exchanges; genuine after-sales service.—57, East Hill, Wandsworth, S.W.18. Vandyke 5651. [0028

CLAUDE RYE.—Immediate delivery new Maicos. Choice of colours; terms.—895-921, Fulham Rd., London, S.W.6. Renown 6174. [C1105/R

MATCHLESS

MATCHLESS MOTOR CYCLES, Plumstead Rd., S.E.18. Tel. Woolwich 1223. [0106/R

ROWLAND SMITH'S for Matchless.

ALL models supplied.

TERMS, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114

ARCHERS OF ALDERSHOT for Matchless etc., spares and service.—Victoria Rd. Tel. 323. [0363/R

ATTFIELD, Matchless main dealer, sales and repairs, 106, 108, Oatlands Drive, Weybridge. 4676. [8798

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MEETEN'S for Matchless and A.J.S., Shannon Corner, New Malden, latest 1959 models arriving; fairest exchanges. [C1203

CHITHAM & DAVIS, Ltd., for immediate delivery of all Matchless models, including the new 250.—15-17, Station Rd., Swanley, Kent. Tel. 2826. [C1008

WHITEYS OF ACTON.—New models in stock, exchanges, h.p., spares.—263/273, Acton Vale, London, W.3. Sha. 3355 (Showrooms); Sha. 6785 (Spares). [C1128/R

GEO CLARKE MOTORCYCLES LIMITED

SOLOS (Cont.) at 276, Brixton Hill

	Cash Price
MATCHLESS, '54, 500 o.h.v. G9 Twin, S/A., d/st.	£115 10
SUNBEAM, '55, 500 o.h.v. S-8 Twin, spgr.	£115 10
TRIUMPH, '54, 650 o.h.v. Thorl, S/A., d/st.	£115 10
B.S.A., '52-56, 350, o.h.v. B31, S/A., d/st.	£115 10
A.J.S., '54, 500 o.h.v. Twin, Model 20	£115 10
ARIEL, '50, 500 o.h.v. KH Twin, S/A., d/st.	£110 10
B.S.A., '54, 650 o.h.v. A10 Twin, S/A	£105 10
ARIEL, '52, 350 o.h.v. NH, S/A., d/st.	£104 10
DOUGLAS, '57, 350 o.h.v. Dragonfly, S/A. d/seat	£105 10
VINCENT, '50, 1,000 o.h.v. Rapide, S/A., d/st.	£105 10
NORTON, '55, 500 o.h.v. Dom. 7, S/A., d/st.	£105 10
TRIUMPH, '54, 500 o.h.v. 5T Twin, S/A., d/seat	£105 10
SUNBEAM, '55, 500 o.h.v. S8 Twin, spr., d/seat	£100 10
ARIEL, '53, 1,000 o.h.v. 4G, spgr., d/st.	£100 10
TRIUMPH, '54, 350 T100, S/A., d/st.	£105 10
B.S.A., '57, 350 o.h.v. B31 de luxe, S/A., d/st.	£105 10
TRIUMPH, '55/56, 650 o.h.v. Twin, 6T, S/A., d/st.	£105 10
ENFIELD, '57, 350 o.h.v. Bullet, S/A., d/st.	£105 10
B.S.A., '55, 650 o.h.v. Twin A10. Many extras	£105 10
TRIUMPH, '54, 650 o.h.v. T110, S/A., d/st. Pairing	£105 10
B.S.A., '57, 350 o.h.v., S/A., d/st. As new	£100 10
MATCHLESS, '55, 500 o.h.v. G9 Twin, S/A.	£100 10
MATCHLESS, '56, 500 o.h.v. G80S, S/A., d/st.	£100 10
TRIUMPH, '55, 650 o.h.v. T110, S/A., d/st., Pairing, panns.	£105 10
TRIUMPH, '57, 500 o.h.v. 5T Twin, d/st. As new	£170 10
MATCHLESS, '56, 500 o.h.v. G9 Twin, S/A., d/st.	£170 10
TRIUMPH, '56, 650 o.h.v. T110 Twin, S/A., d/st.	£170 10
NORTON, '57, 600 o.h.v. Dominator 99, S/A., d/st.	£170 10
B.S.A., '57, 650 o.h.v. A10, S/A d/st.	£180 10
NORTON, '57, 600 o.h.v. Dominator 77, S/A., d/st.	£180 10
A.J.S., '57, 500 o.h.v. Mod. 20, S/A., d/st.	£180 10
TRIUMPH, '57, 650 o.h.v. 6T Twin, S/A., d/seat	£180 10
TRIUMPH, '57, 650 o.h.v. T110, S/A., d/st.	£180 10
TRIUMPH, '57, 500 o.h.v. T120, S/A., d/st., fairing	£180 10
ARIEL, '54, 500 o.h.v. H'master sport, S/A., d/st.	£215 10
A.J.S., '57, 500 o.h.v. Model 20, S/A., d/st., fairing	£215 10
MATCHLESS, '57, 500 o.h.v. G11, s/arm, d/seat	£215 10
TRIUMPH, '58, 500 o.h.v. 6T, s/arm, d/seat	£215 10
MATCHLESS, '58, 500 o.h.v. G11, s/arm, d/seat	£225 10
B.S.A., '58, 650 o.h.v. A10 Twin, S/A., d/st.	£255 10

SOLOS AT 276-8, HIGH ST., ACTON

TRIUMPH, '36, 500 o.v.	£8 10
B.S.A., '46, 500 o.v., M.20, dual seat	£19 10
A.J.S., '48, 350 o.h.v., 16H	£35 10
B.S.A., '46, 250 o.h.v., C11	£30 10
B.S.A., '50, 350 o.h.v., B.31, good tyres	£35 10
ARIEL, '39, 500 o.v., Mod. VG, telex., pillion	£30 10
ARIEL, '51, 500 o.h.v., VH, telex., d/st.	£30 10
B.S.A., '53, 250 o.v., C10S, telex., spgr.	£40 10
B.S.A., '55, 350 o.h.v., B31S, telex., spgr.	£40 10
B.S.A., '52, 250 o.v., C10, spgr.	£40 10
INDIAN, '54, 280 o.v. Brave	£40 10
ENFIELD, '51, 500 o.h.v., J2, telex., sq.hubds, pillion	£40 10
B.S.A., '56, 500 o.h.v. B31, spgr	£50 10
ARIEL, '51, 500 VHS, spgr., telex., dual seat	£50 10
ARIEL, '53, 500 o.h.v. Colt, s/frame	£50 10
PANTHER, '54, 250 o.h.v., M.65, s/arm, d/st., telex.	£60 10
VINCENT, '50, 500 o.h.v. Comet, s/arm	£60 10
ARIEL, '53, 200 Colt, s/frame	£60 10
ARIEL, '53, 350 o.h.v. NH, telex., s/arm	£75 10
B.S.A., '54, 250 o.h.v. C10S, spgr., 4 speeds, dual seat	£75 10
MATCHLESS, '50, 500 o.h.v. G80S, telex., spgr., d/seat	£75 10
TRIUMPH, '55, 200 c.c. o.h.v. Cub, telex., spgr., d/seat	£75 10
SUNBEAM, '49, 500 o.h.v. S7, telex., spgr., dual seat	£75 10
SUNBEAM, '48, 500 o.h.v. S7, telex., spgr., dual seat, carrier, mint green, as new tyres, 21,821 miles	£70 10
TRIUMPH, '51, 650 o.h.v. 6T, telex., sq.hub, dual seat	£80 10
TRIUMPH, '53, 650 o.h.v. Twin, telex., sq. hub, d/st.	£80 10
A.J.S., '51, 500 o.h.v. Twin, Mod. 20, telex., S.A., d/st.	£80 10
MATCHLESS, '52, 350 o.h.v. Mod. G80S, telex., s/arm, d/st.	£80 10
TRIUMPH, '56, 200 o.h.v. Tiger Cub, telex., spgr., d/st.	£80 10
B.S.A., '51, 500 o.h.v. A7S, telex., spgr., tank carrier, dual seat, excellent tyres and appearance	£80 10
TRIUMPH, '51, 650, telex., S/A., panniers crash bar, dual seat, special red and cream finish	£80 10
B.S.A., '52, 350 o.h.v. Model B31S, telex., spgr., cancelle, dual seat, excellent tyres, 23,231 miles	£80 10
NORTON, '52, 500 o.h.v., Dom. 7, telex., Avon fairing, spgr.	£80 10
MATCHLESS, '52, 500 o.h.v., G9 Twin, S/A., telex., dual seat, carrier, "as new" tyres	£80 10
TRIUMPH, '51, 650 o.h.v., 6T, s/hub	£80 10
VELOCETTE, '52, 350 o.h.v., MAC	£80 10
A.J.S., '53, 500 o.h.v. Mod. 18S, spgr.	£80 10
MATCHLESS, '52, 500 o.h.v. Mod. G9	£80 10
MATCHLESS, '54, 500 o.h.v. Mod. G9S, s/arm	£165 10
TRIUMPH, '53, 500 o.h.v. T100, s/hub	£165 10
MATCHLESS, '53, 500 o.h.v. G9 Twin, telex., s/arm, d/seat	£160 10
M.V. AGUSTA, '54, 125 o.h.v., Turismo Rapido	£160 10
B.S.A., '55, 350 o.h.v., B31, spgr.	£110 10
SUNBEAM, '54, 500 o.h.v. S8, swinger	£110 10
B.S.A., '54, 500 o.h.v., S/A. A7S telex., metal panns.	£190 10
MATCHLESS, '55, 500 o.h.v. G9 Twin, S/A	£190 10
B.S.A., '51, 500 o.h.v., S/A., A7S Twin, telex., dual seat, metal panniers, 615 engine overhaul	£180 10
A.J.S., '55, 500 o.h.v. Mod. 20 telex., S/A., F/W hubs, d/s.	£140 10
MATCHLESS, '56, 350 o.h.v., G3LS, s/frame	£150 10
B.S.A., '55, 500 Twin, Shooting Star	£160 10
B.S.A., '56, 500 o.h.v. Twin A7, S/A., telex., d/st., 1 owner	£160 10
ARIEL, '57, 500 o.v., VHS, telex., spgr., d/st.	£160 10
B.S.A., '56, 650 c.c. o.h.v. Flash, telex., spgr., d/st.	£170 10
TRIUMPH, '57, 500 o.h.v. 5T, telex., S/A., dual seat, crash bar, carriers, mirror F/W hub	£170 10
B.S.A., '57, 500 o.h.v. Twin Shooting Star, Avon fr., grid	£190 10
B.S.A., '58, 500 o.h.v., S/A., Shooting Star	£210 10

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GEORGE CLARKE pay most for Matchless.—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019

PRIDE & CLARKE.—Biggest demand, highest prices.—158, Stockwell Rd., S.W.9. Tel. Brixton 6251. [W1096/R

CLAUDE RYE urgently require all models; get our price first. H.p. accounts settled, we pay carriage.—895-921, Fulham Rd., S.W.6. Ren. 6174. [W1105/R

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100% service c.o.d. and trade.—E. R. Fisher Motors, Ltd., Bath Rd., Hounslo, Middx. Hounslow 1858. [S1163

OSGOOD & COATES Ltd., Matchless specialist; spares and repairs.—781-5, Old Kent Rd., London, S.E.15. New Cross 0513. [S1094

CLAUDE RYE, Ltd.—Large stocks of spares for post-war and ex-W.D. models.—895-921, Fulham Rd., S.W.6. Renown 6174. [S1105/R

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KAYS OF EALING, Ltd., Matchless spare parts stockists. Trade supplied, quotations or c.o.d. by return.—8-10, Bond St., Ealing, W.5. Eal. 2387. [S1075/R

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C.O.D. and service units, £10,000 spares in stock.—Rapids, 64-74, Godstone Rd., Whyteleafe, Surrey. Upl. 0895, and 259-269, Haydons Rd., Wimbledon, S.W.19. Cherrywood 5.05-8. [S1162/R

GODFREYS, Ltd.—Matchless and Burman spares stockists; c.o.d.—226-234, London Rd., Croydon. Cro. 3641-3. 208-210, Great Portland St., W.1. Rus. 4652-4. 418, Romford Rd., Forest Gate, E.7. Gra. 1254-5. 220, Barking Rd., E. Ham. Gra. 3088. 94-96, High Rd., Tottenham. Sta. 5654. [S1062/R

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K.V.P. MOTORS, Ltd.—Moby 150cc scooter in stock; £149/19/6; terms.—Central Parade, Gunnersbury Lane, W.3. Acorn 6008. [C1068

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PRIDE & CLARKE.—All models from £109/19/6; highest exchanges, terms; by return spares service; catalogue free.—Stockwell Rd., S.W.9. Brixton 6251. [C1096/R

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MV DISTRIBUTORS, Ltd., Regent House, 235, Regent St., London, W.1. [0064/R

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PINKS OF HARROW for first-class used models; many Normans and all other makes, real quality and keen value.—Station Rd., Harrow. Tel. 0044. Open until 7 p.m. [C1099

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NORTON

NORTON MOTORS, Ltd., Bracebridge St., Birmingham. [0091/R

OSGOOD & COATES, Ltd., Norton main dealers, 781-5, Old Kent Rd., S.E.15. New Cross 0513. [C1094

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Model ..... c.c. .....

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GEORGE CLARKE pay most for Panther.—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019

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ARIEL, 1957, FH 500 c.c. O.H.V., s/car specification. Nice	£189
TRIUMPH, 1956, Twentyone 350 c.c. O.H.V. Twin, panns., etc.	£189
A.J.S., 1957, Model 20 500 c.c. O.H.V. Twin, 4,000 m. only	£189
VELOCETTE, 1958, Venom 500 c.c. O.H.V. sports. Good cond.	£199
NORTON, 1957, 99 500 c.c. O.H.V. de luxe, Avon Fair., etc.	£199
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1954	**TRIUMPH**, 5T Speed Twin, sprung hub, twin seat	£109
1952	**TRIUMPH**, 6T Thunderbird, sprung hub, twin seat	£109
1957	**ZUNDAPP**, 200/3 Model, S/A suspension, low mlge.	£109
1960	**B.S.A.**, B31, 350 c.c. O.H.V., S/A model, Avon Fairing, dualseat	£109
1963	**B.S.A.**, B31, 350 c.c. O.H.V., S/A model, dualseat	£99
1961	**B.S.A.**, A10 Golden Flash, rigid frame	£89
1963	**MATCHLESS**, G3L, 350 c.c., O.H.V., S/A model	£89
1964/5	**B.S.A.**, C10L, 250 c.c. S.V., spring frame, dual seat, windscreen	£89
1947	**TRIUMPH**, 5T Twin, dualseat	£69
1952	**B.S.A.**, C11, 248 c.c. O.H.V., dualseat, panniers	£49
1952	**B.S.A.** Bantam, 125 c.c., spring frame	£39
1946	**A.J.S.**, 350 c.c. O.H.V., telesc. dualseat	£39

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1958	**A.J.S.**, 18/3, 6,000 miles only, with Watsonian Maxstoke C/A two-seater s/car	£229
1956	**NORTON**, 19/S, 600 c.c. O.H.V., S/A model, with Swallow Tudor single str. s/car	£209
1956	**MATCHLESS**, G9, Clubman's, with Watsonian Monarch single seater touring s/car, Avon Fairing	£209
1954	**ROYAL ENFIELD**, Meteor, 700 c.c. with 1956, Watsonian Monaco single seater sports sidecar with brake	£189
1955	**TRIUMPH**, T110, with Watsonian Avon single seater sports s/car with brake	£179
1953	**B.S.A.**, M21, 600 c.c. S.V., dualseat, legshields with Watsonian Ascot single seater S/A s/car, one owner	£129
1954	**B.S.A.**, A7 Twin, spring frame, dualseat, with Watsonian Maxstoke C/A two seater, finished in maroon	£169
1953	**SUNBEAM** S8 Twin, shaft drive model, with Swallow single seater sports s/car	£139
1947	**ROYAL ENFIELD**, Clipper, 250 c.c. O.H.V. S/A model, with Surrey Ear-blur single seater saloon s/car, one owner	£139
1953	**B.S.A.**, M21, 600 c.c. S.V., dualseat, legshields, with Watsonian Ascot single seater S/A s/car, one owner	£129
1951	**ARIEL**, Twin, with occasional C/A two seater s/car	£79
1948	**B.S.A.**, M21, 600 c.c. S.V., teleforks, with 1956 Swallow C/A two seater s/car	£79

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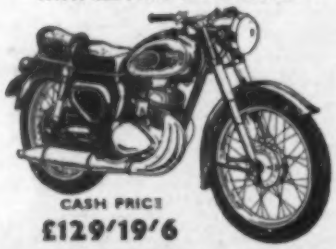

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ARIEL, '55, 200 Colt, s/fr., d/st., etc.	£85 10
ARIEL, '57, 200 Colt, s/fr., d/st., c/bars	£115 10
ARIEL, '54, 500 B. Hunter, s/arm, d/st. taxed	£119 10
ARIEL, '55 500 Vh s/arm clean attrac. machine	£129 10
ARIEL, '58 346 NH c/bars only 4,000 miles	£189 10
B.S.A., '52 125 Bantam teles. piln. l/shields	£35 10
B.S.A., '50 250 O.H.V. teles., d/st., taxed	£45 10
B.S.A., '53, 125, s/frame, d/st., attractive	£45 10
B.S.A., '47, 350 O.H.V., teles., d/st., taxed	£49 10
B.S.A., '54, 125 Bantam, s/fr., d/st., taxed	£49 10
B.S.A., '56, 125 Bantam, s/fr., d/st., l/shields	£59 10
B.S.A., '53, 250 O.H.V., s/fr., dual seat	£69 10
B.S.A., '54, 250 S.V., s/fr., dual seat	£69 10
B.S.A., '56, 350 O.H.V., s/fr., d/st., nice cond.	£69 10
B.S.A., '58, 250 S.V., s/fr., d/st., screen	£75 10
B.S.A., '58 150 Major d/st., exceptional cond.	£95 10
B.S.A., '57, 250 C12, s/arm, super cond.	£119 10
B.S.A., '55, 350 B31, s/arm, attrac. bargain	£125 10
B.S.A., '54, 500 Star Twin, s/fr., Avon Fairing	£129 10
B.S.A., '56, 350 O.H.V., s/arm, d/seat, real bargain	£139 10
B.S.A., '54, 650 G. Flash, s/arm, d/seat etc.	£145 10
DOUGLAS, '50, 350 Twin, s/fr., d/st., attractive	£55 10
DOUGLAS, '56, 350 Dragonfly, d/seat c/bars, etc.	£119 10
DOUGLAS, '57, 350 Dragonfly, c/bars, taxed	£129 10
ENFIELD, '53, 250 Bullet, s/arm, d/seat, bargain	£89 10
ENFIELD, '55, 250 O.H.V., s/arm, 4 spds., d/seat	£99 10
ENFIELD, '51 500 Twin, s/arm, d/seat, c/bars	£99 10
ENFIELD, '54, 500 Twin, s/arm, d/seat, real snip	£115 10
ENFIELD, '55, 350 Bullet, s/arm, real bargain	£115 10
ENFIELD, '56, 350 Clipper, s/arm, d/seat, taxed	£125 10
ENFIELD, '57, 500 Bullet, nice cond., real bargain	£169 10
ENFIELD, '57, 350 Bullet, d/seat, Avon Fairing	£169 10
ENFIELD, June '58, 500 Bullet, under 100 miles	£199 10
EXCELSIOR, '57, 98 c.c. Consort, f/change, d/seat	£55 10
EXCELSIOR, '58-6, 197, s/arm, d/seat, 1 owner	£79 10
EXCELSIOR, '56/7, 197, s/arm, 4 spds., d/seat, etc.	£89 10
F. BARNETT, '54, 125, s/fr., d/seat, nice cond.	£49 10
F. BARNETT, '54, 197, s/arm, pillion, taxed	£69 10
F. BARNETT, '56, 150, s/arm, pillion, taxed	£69 10
F. BARNETT, '58, 197, s/arm, l/shields, pannniers	£95 10
F. BARNETT, '55, 225 c.c., scrn., taxed, d/seat	£95 10
F. BARNETT, '57, 197, s/arm, d/seat, taxed	£109 10
INDIAN, '54, 250, teles., d/seat, taxed, bargain	£49 10
JAMES, '56, 98 c.c. Comet, spdo. piln. etc.	£55 10
JAMES, '56, 197, s/arm, taxed, real snip	£79 10
JAMES, '57, 150, d/seat, s/arm, taxed	£79 10
JAMES, '55, 225, s/arm, d/seat, taxed	£89 10
MATCHLESS, '52, 350, s/arm, d/seat, attractive	£99 10
MATCHLESS, '54, 350, d/seat, s/arm, real snip	£119 10
MATCHLESS, '54, 500 Twin, s/arm, d/seat, attractive	£145 10
MATCHLESS, '57, 400 Twin, d/seat, as new	£200 10
NORTON, '48, 500 S22, teles., s/fr., d/seat	£55 10
NORTON, '53, 500 S22, s/arm, d/seat, attractive	£109 10
NORTON, '57, 350 s/arm, d/seat, low mileage	£169 10
NORTON, '56, 500 Model 88, c/bars, Fairing	£179 10
NORTON, '56, 600 Mdl. 99 Featherbed, taxed	£189 10
NORTON, '57, 500 Mdl. 88, taxed, nice cond.	£199 10
N.S.U., '58, 250 Super Max, 1,000 miles, perfect	£200 10
P. & M., '56, 197, s/arm, d/seat, really nice	£89 10
P. & M., '55, 350, s/arm, d/seat, taxed, bargain	£100 10
SUNBEAM, '49/50, 500 S7 de Luxe, s/fr., taxed	£79 10
SUNBEAM, '51, 500 S8 Twin, s/fr., panniers	£99 10
SUNBEAM, '53, 500 S8 Twin, d/seat, nice cond.	£115 10
SUNBEAM, '55, 500 S8 Twin, d/seat, attractive	£130 10
SUNBEAM, '56, 500 S8 Twin, d/seat, real snip	£149 10
TRIUMPH, '48, 500 8 Twin, teles., piln., taxed	£45 10
TRIUMPH, '52, 350 Cub, d/seat, s/fr., taxed, Dod.	£55 10
TRIUMPH, '56, 200 Tiger Cub, panniers	£90 10
TRIUMPH, '51, 650 Thunderbird, s/hub, d/seat	£90 10
TRIUMPH, '53, 500 Speed Twin, c/hub, d/seat, attrac.	£100 10
TRIUMPH, '57, 200 Cub, s/arm, d/seat, taxed	£115 10
TRIUMPH, '58, 500 Tiger 100, s/hub, d/seat	£119 10
TRIUMPH, '54, 500 Twin, d/seat, s/arm, clean	£109 10
T.W.N., '57, 197 Cornet, self starter, scrn.	£109 10
VELOCETTE, '52, LE, 300, pillion, scrn., bargain	£49 10
VELOCETTE, '55, LE 200 Twin, scrn., taxed	£89 10

Continued in column 3

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HUMPHREYS.—1957 Lambretta 150, pillion, spotless condition; £119.

HUMPHREYS.—1957 N.S.U. Quickly de luxe, £45; also 1957 Standard, £39.

HUMPHREYS.—1957 Heinkel 175 scooter, s/wheel, starter, superb condition; £149.

HUMPHREYS.—1957 N.S.U. Prima, red/ivory, spare wheel, superb condition; £139.

HUMPHREYS.—1957 Royal Enfield 150cc, dual seat, leg shields; £69.

HUMPHREYS.—1957 B.S.A. Dandy, speedo., one owner; £43.

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VELOCETTE, '56, 200 Valiant, c/bars, 1 owner	£159 10
VINCENT, '51, 500 Comet, d/seat, nice condition	£100 10
ZUNDAPP, '56, 200 c.c. s/arm teles., d/seat	£90 10
ZUNDAPP, '57, 200S, s/arm, d/seat, snip	£100 10

COMBINATIONS

ARIEL, '52 500 KH Twin s/fr., d/seat, attractive Garrard 600 de Luxe sidecar	£189 10
ARIEL, '52, 1,000 Sq. 4, s/fr., d/seat, 1 owner, Watsonian sal. sidecar, taxed	£159 10
ARIEL, '55, 600 S.V., d/seat, s/arm, large Watsonian 2-str. saloon sidecar	£179 10
ARIEL, '54, 1,000 Sq. 4, 4 Port, d/seat, s/fr., large 2-str. sal. scar, most attractive outfit	£199 10
B.S.A., '46, 500 S.V., pillion, 2-str. saloon sidecar, real dependable outfit, taxed	£59 10
B.S.A., '48, 500 A7 Twin, d/seat, Streamline 2-str. sal. scar, absolute bargain	£69 10
B.S.A., '52, 600 M21, teles., 1956 Swallow Comet 2-str. saloon, scar, excellent cond.	£115 10
B.S.A., '52, 650 G. Flash, s/fr., d/seat, B.S.A. Sports Tourer s/car, real bargain	£139 10
B.S.A., '54, 650 G. Flash, s/fr., d/seat, Fairing, Garrard 600 de Luxe s/car, lovely outfit	£230 10
ENFIELD, '49, 350 O.H.V., teles., etc., 1955 Swallow Comet 2-str. sal. s/car	£105 10
ENFIELD, '55, 700 Meteor s/arm, d/seat, new Watsonian 2 adult saloon, brake	£250 10
HATCHLESS, '52, 350 s/arm, d/seat, Sports Coupe s/car, attractive outfit	£160 10
NORTON, '49, 500 O.H.V. s/frame, scrn., Watsonian saloon sidecar, excellent condition	£85 10
NORTON, '54, 500 E22, s/arm, d/seat, Beauty new 2-seater saloon sidecar	£150 10
P. & M., '51 500 O.H.V., d/seat, teles., scrn., large 2 adult sal. s/car, attractive	£119 10
TRIUMPH, '51, 650 T. Bird, s/hub, d/seat etc., 2-str. saloon sidecar, real bargain	£129 10
TRIUMPH, '51, 500 Speed Twin piln. etc., new Canterbury 2 adult Avenger sal. body	£145 10

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BELLA, '55, 150, dual seat, 4 spds., attractive	£90 10
BELLA, '56 200 c.c., screen, carrier, s/wheel	£125 10
BELLA, '57, 150, screen, carrier, s/starter	£129 10
BELLA, '58, 150, d/seat, s/starter, taxed	£149 10
BELLA, '58, 200, self starter, only 1,000 miles, super	£179 10
BERING, '57, 2 speeds, nice cond. taxed	£50 10
B.S.A., '57, 70 c.c. Dandy, 2 spds., absolute snip	£30 10
DAYTON, '57, 225 Allstreas, really nice condition	£130 10
DIANA, '57, self starter, many extras, taxed	£150 10
D.K.W., '58, 150 Dove, screen, duo colours	£130 10
EICHLER, '55, 175 Autobyke, 2 spds., bargain	£60 10
KIEFT, '56, 200, self starter, carr. r. taxed	£110 10
KREIDLER, '56, 49 c.c. Moped, taxed, nice cond.	£35 10
LAMBRETTA, '54, 125 piln., screen, carrier	£60 10
LAMBRETTA, '55, 150, spare wheel, carr., scrn. taxed	£80 10
LAMBRETTA, '56, 125, piln., carrier, scrn.	£65 10
LAMBRETTA, '57, 125, scrn., s/wheel, piln. etc.	£116 10
LAMBRETTA, '57, 150, d/seat, scrn., carrier	£115 10
LAMBRETTA, '57, 150, s/starter, many extras	£139 10
LAMBRETTA '58, 150, 2 tone, piln., as new	£145 10
MAICOMOBILE, '56, 200, scrn., s/wheel, superb	£160 10
MAICOMOBILE, '57, 200, scrn., d/seat, carrier	£150 10
MERCURY, '57, 50 c.c. Mercette, 4 stroke, Moped	£29 10
MOBYLETTE, '58, 49 c.c., spdo., electric horn	£39 10
NORMAN, '57, 50 c.c. Nippy spdo., duo tone	£45 10
N.S.U., '55, Quickly spdo., electric horn, taxed	£35 10
N.S.U., '57, Quickly, 3 spds., electric horn, taxed	£45 10
N.S.U., '56, 150 Prima, s/wheel, piln, etc., taxed	£129 10
N.S.U., '57, 150 Prima, scrn., s/wheel, super	£139 10
PARILLA, '57, 150 scrn., d/seat, taxed	£89 10
PEUGEOT, '57, 150 c.c., scrn., s/wheel, piln.	£100 10
PHILLIPS, '56, 50 c.c. Cardabest, spdo., 2 spds.	£35 10
PIATTI, '56/7, 125, s/wheel, scrn., carrier	£80 10
PIATTI, '57, 125, scrr., carrier, s/wheel, only 1,000 mi.	£79 10
PROGRESS, '56, 197, scrn., d/seat, nice condition	£129 10
T.W.N., '54, 200 Cornicom, s/wheel, self starter	£129 10
T.W.N., '57, 200 Cornicom, scrn., s/wheel, bargain	£139 10
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VESPA, '54, 125, screen, pilion, s/wheel etc.	£60 10
VESPA, '55, 125, pillion, carrier, scr en	£75 10
VESPA, '56, 125, piln., duo colours, taxed	£90 10
VESPA, '57, 125, d/seat, screen, carrier etc.	£110 10
VESPA, '57, 150 Gran Sports, d/seat, carrier	£139 10
VICTORIA, '56, 50 c.c. Scootarette, scrn., real snip	£49 10
WABO, '57, 150 c.c., piln., scrn., taxed December	£79 10
ZUNDAPP, '55, Combinette, spdo., scrn., piln.	£29 10
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£109/10.—1958 Triumph 200cc Cub s/arm, one owner, superb.

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1950	B.S.A. 125 c.c.	£29 10 0
1956	B.S.A. Comb. M21, C.A.	£179 10 0
1954	ENFIELD 250 c.c.	£79 10 0
1955	EXCELSIOR Consort	£57 10 0
1957	EXCELSIOR Consort	£49 10 0
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1955	MATCHLESS 350 c.c. S.A.	£129 10 0
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1955	LAMBRETTA 150 c.c.	£85 10 0
1955	LAMBRETTA 150 c.c.	£89 10 0
1956	LAMBRETTA 150 c.c.	£99 10 0
1957	LAMBRETTA 150 c.c.	£119 10 0
1957	MERCURY 60 c.c.	£49 10 0
1957	QUICKLY 50 c.c.	£42 10 0
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COMBINATIONS.

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1951 Triumph ST sprung hub, fitted with Garrard 890 sidecar; £109.

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1957 Francis-Barnett 197 swinging arm, real snip; £99.

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1953 Sunbeam S7 500 twin springer, fitted with Watsonian Ascot sidecar; £159.

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1954 Bella scooter; £75.

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COMBINATIONS

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£65—1953 350cc Ariel, sprung frame.

£79—1956 150cc Francis-Barnett.

£149—1954 Triumph 110, recommended.

£169—1955 Norton 88, immaculate condition throughout.

£129—1955 600cc s/arm Panther.

COMBINATIONS.

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£109—1951 Triumph ST, fitted Avon brake wheel in matching colour.

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1956 James 197cc Captain; £95; terms, exchanges.—28-29, London Rd., Kingston-on-Thames. Tel. Kingston 2243. [C1075

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1958 250cc James Commodore; £139.
1954 650cc B.S.A. and Garrard s/arm; £179.
1951 650cc B.S.A. and Watsonian s/seater s/c (one owner); £150.
1955 500cc Matchless G9 with 1957 Watsonian Monarch s/c, many extras, immaculate condition; £225. [C1132

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£149 10	Triumph, '53, 650 6T, s/hub, Watsonian Avon Sports s/car	£30	£5 15 7
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H.—1949 B.S.A. A7, s/f, extra smart; £75; 1953 A.J.S. 350, real beauty, bargain; £89.

H.—1953 Met. Police Speed Twin, super; £119; 1958 250 twin Norman, quite as new; £145.

H.—1956 N.S.U. Prima, self-start, extras; £115; 1958 Lambretta model D, bargain; £82.

H.—1953 B.S.A. Star Twin, quiet, fast, smart; £119; 1955 Matchless G9, one owner, 7,300 miles, guaranteed, extras, as new; £159.

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£145 !!—1937 Morgan 4/4 2-seater, black.

£125 !!—1939 Morgan 4/4 4-seater, red.

£115 !!—1937 Morgan Sports, sv Matchless, blue.

£95 !!—1952 Bond Minicar 197cc, indicators.

£35 !! 1913 Rover 3½hp, hub gear, in original condition, one owner 45 years, original log book.

CHOICE of several other Morgan 3-wheelers.

ALSO a selection of small hp saloon cars from £25 to £65 at ½ deposit.

FROM one-quarter deposit on all above, balance 12, 18 or 24 months; your motor cycle or combination in part exchange; tel. or write for list; 9-6 week-days, 10-1 p.m. Sunday for inspection.

MERCURY MOTORS, Universe House, 824-6, Harrow Rd., Wembley. Wembley 6058-9. [C1084

CARS, vans, and new Morgans.—Ron McKenzie, Stretford, Manchester. [C1086

COMERFORDS.—New Austin A35, Metropolitan, Healey Sprite, Ford, Heinkel, Messerschmitt, Bond, Reliant; m/c taken in exchange.—Portsmouth Rd., Thames Ditton Surrey. Emberbrook 5531. [C1006

A.C. PETITE

305 gns.—A.C. Petite, October, 1957, 350cc 2-seater coupe, electric starter, spare wheel, Regency loose covers, etc., 2,845 miles; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114

A.C. PETITE WANTED

GEORGE CLARKE pay most.—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019

PRIDE & CLARKE.—Biggest demand, highest prices.—158, Stockwell Rd., S.W.9. Tel. Brixton 6251. [W1096/R

CLAUDE RYE urgently require A.C. Petite; top prices paid; h.p. accounts settled.—599, Fulham Rd., S.W.6. Renown 6174. [W1105/R

AUSTIN

£50 secures new 1959 Austin A35; balance 36 monthly payments of £18/15.—Geo. Clarke Motors, 276-8, Brixton Hill, S.W.2. Tul. 3211. [C1019

CONWAY MOTORS.—Austin agents; immediate delivery of A35 cars and vans; early delivery of A40 and Sprite models; motor cycles taken in exchange; h.p. terms. [C1021

CONWAY MOTORS, 299-309, Goldhawk Rd., Shepherds Bush, W.12. Tel. Riv. 4872. [C1021

COMERFORDS.—Immediate delivery new Austins, A35, Metropolitan, Healey Sprite; motor cycles and 3-wheelers in exchange; easy terms.—Portsmouth Rd., Thames Ditton. Emberbrook 5531. [C1006

D.K.W. ISETTA

WHITBYS OF ACTON.—Immediate delivery new Isetta; h.p. exchanges.—273, Acton Vale, London, W.3. Sho. 5355. [C1128/R

GODFREYS, Ltd., immediate delivery Isetta Runabouts; demonstration; terms, exchanges, all deposits.—See display advertisement. [C1052/R

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PINKS OF HARROW for all the best models, solo or sidecar, 3-wheelers and scooters, new and used, huge stocks.—Station Rd., Harrow. Tel. 0044. Hours 9-7. [C1099

CLAUDE RYE for your new 3- or 4-wheel Isetta; immediate delivery; terms; highest exchange allowance.—899, Fulham Rd., S.W.6. Renown 6174. [C1105/R

B.M.W. ISETTA WANTED

GEORGE CLARKE pay most for B.M.W. Isetta.—278, Brixton Hill, S.W.2. Tul. 3211. [W1019

PRIDE & CLARKE.—Biggest demand, highest prices.—158, Stockwell Rd., S.W.9. Tel. Brixton 6251. [W1098/R

CLAUDE RYE urgently require Isettas; top prices paid; h.p. accounts settled.—899, Fulham Rd., S.W.6. Renown 6174. [W1105/R

BOND MINICAR

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£40 deposit secures delivery of new 1959 Bond; balance over 3 years.—275-9, High St., Acton, W.3. Acorn 6543. [C1018

ROWLAND SMITH'S for Bond.

NEW models in stock.

215 gns.—Bond Minicar 1957 Mark D de luxe 2-seater, electric starter, reverse; choice of 4 Bonds; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the largest Bond distributor.

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SPECIAL Bond Service and Spares Dept., Kilburn Bridge, N.W.6. Maida Vale 6044. Open 9-7 (Sats. 9-8) [C1130/R

BEST selection, best exchanges, best terms; best buy your new or used Bond Minicar now from:—

NAYLOR & ROOT, Ltd., Motor Cycle House, 25, East Hill, S.W.18. Bat. 2252. [C1089/R

COMERFORDS for Bond and 1,000 other machines; lowest possible h.p. rates.—Portsmouth Rd., Thames Ditton. Emberbrook 5531. [C1006

KENT.—Distributors for Bond Minicar; delivery from stock.—E. G. Pritchard, Ltd., Chalkwell Rd., Sittingbourne. [0076/R

1958 (May) Bond Minicar Mk. D, Std., h/top 2-str., red/cream, 1,760 miles; £255, guaranteed.—Jarvis & Sons, Ltd., S.W.19. Wim. 2526. [8784

1956 Bond 197 2-seater, Mark III, cream; £209/10.—Geo. Clarke Motors, 276-8, Brixton Hill, S.W.2. Tul. 3211. [C1019

CLAUDE RYE Ltd., for your new Bond Minicar; immediate delivery; terms, exchanges welcomed.—895-921, Fulham Rd., S.W.6. Renown 6174. [C1105/R

BIRMINGHAM Distributors.—County Cycle & Motor Co., 265-6, Broad St. Exchanges welcomed, all spares. [C1034/R

GODFREYS, Ltd., for Bond Minicar 3-wheelers at all depots, including Bushwood Corner, Leytonstone E.11. See display adverts. [C1052/R

GODFREYS, Ltd., the 3-wheeler specialists; Bond spares, sales and service all depots; see display advert.—Over-the-counter Bond spares service at 327, Brighton Rd., Croydon. Upl. 8275. [C1052/R

MPHW SALES, Ltd., Bubble and Miniature car specialists; new and used in stock.—Call 23, Piccadilly, Gerrard 6055, 186, Holland Park Ave., Park 2410, 67, Goldsworth Rd., Woking 5231.

£38!! deposit and £14/2/2 for 50 months; cash £380. £18 dep. and £6/11/3; cash £180 for used Bond. [0552

BOND MINICARS.—Lancashire's largest distributors, new and second-hand in stock; call to-day and drive away; exchange, h.p. terms.—Lonham's Garages, Ltd., Motor Cycle Dept., Fishergate, Preston. Tel. 4242. [0528/R

MEETENS for earliest delivery of the new 250cc Bond 4-seater saloon, book yours now, more power for a real load, simple and safe.—Meetens, the Villiers specialists, Shannon Corner, New Malden. (Tel. Malden 3110.) [C1203

BOND MINICAR WANTED

GEORGE CLARKE pay most.—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019

ROWLAND SMITH'S, the Bond Minicar buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R

PRIDE & CLARKE.—Biggest demand, highest prices.—158, Stockwell Rd., S.W.9. Tel. Brixton 6251. [W1098/R

CLAUDE RYE urgently require Bond Minicar; top prices paid; h.p. accounts settled.—899, Fulham Rd., S.W.6. Renown 6174. [W1105/R

CORONET

CLAUDE RYE for your new Coronet; only £387/15/6; immediate delivery; terms; highest exchange allowance.—899, Fulham Rd., S.W.6. Renown 6174. [C1105/R

CORONET WANTED

CLAUDE RYE urgently require Coronet; top prices paid; h.p. accounts settled.—899, Fulham Rd., S.W.6. Renown 6174. [W1105/R

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£40 secures new 1959 Ford Popular; balance 36 monthly payments of £14/11.—Geo. Clarke Motors, 276-8, Brixton Hill, S.W.2. Tul. 3211. [C1019

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SOLE concessionaires for U.K.—Goggomobil, Ltd., 95-96, Old Brompton Rd., S.W.7 Kni 7705-6-7-8. [0111/R

CONNAUGHT ENGINEERING, England's largest distributors, new and used Goggomobils always in stock.—Portsmouth Rd., Send, Surrey. Ripley 3122. [0514

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CLAUDE RYE urgently require Goggomobil; top prices paid; h.p. accounts settled.—899, Fulham Rd., S.W.6. Renown 6174 [W1105/R

HEINKEL

INTERNATIONAL SALES, Ltd., 34-40, Palfrey Place, London, S.W.8; world concessionaires.—Tel. Reliance 4244. Head Office, Dublin. European Office: Dortmund Germany. [0110

SPEEDWAY OF ACTON.

1957 Heinkel de luxe, heater, immaculate condition, choice of 3, from £309/10.—310-314, Uxbridge Rd., W.3. Acorn 5031-2. [C1121

ROWLAND SMITH'S for Heinkel.

IMMEDIATE delivery; choice of colour.

TERMS, exchanges; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114

COMERFORDS for Heinkel, new and second-hand.—Portsmouth Rd., Thames Ditton. Emb. 5531. [C1006

GODFREYS, Ltd., for Heinkel 3-wheeler at all depots, including Bushwood Corner, E.11. See display advts. [C1152/R

PINKS OF HARROW for your new Heinkel 3-wheeler, immediate delivery on your own h.p. terms, highest allowances.

PINKS OF HARROW for all the best models, solo or sidecar, 3-wheelers and scooters, new and used, huge stocks.—Station Rd., Harrow. Tel. 0044. Open until 7 p.m. [C1099

KENBOURNE MOTORS, Bournemouth.—3-wheeler distributors, models from stock; part ex. welcome.—Winton 1802. [0542

WESTBYS OF ACTON.—Immediate delivery new Heinkel Cabin Cruiser; exchanges, terms.—273, Acton Vale, London, W.3. She 5355 [C1128/R

PANKHURST (WEYMOUTH), Ltd., exchange motor cycles, scooters and cars.—314-316, King St., Hammersmith, W.6. Riverside 1401 [C1136

CLAUDE RYE, Ltd., for your new Heinkel, immediate delivery; terms; exchanges welcomed.—895-921, Fulham Rd., S.W.6. Renown 6174. [C1105/R

FANTASTIC, but factual and unbelievable, but true, a perfect little gem, but well within the reach of modest pocket to buy and run; visit our showrooms to see and try the amazing Heinkel that gives you so much more for next to nothing to run; you are welcome to a demonstration any time because we like driving them; exchanges and terms, of course.—Biocopies, Ltd., 39-52, Dudden Hill Lane, N.W.10. Willesden 4869/3954. [C1103

HEINKEL WANTED

GEORGE CLARKE pay most for Heinkel.—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019

PRIDE & CLARKE.—Biggest demand, highest prices.—158, Stockwell Rd., S.W.9 Tel Brixton 6251. [W1098/R

CLAUDE RYE urgently require Heinkel; top prices paid; h.p. accounts settled.—899, Fulham Rd., S.W.6. Renown 6174. [W1105/R

MESSERSCHMITT

CONCESSIONAIRES for U.K., including spares.—Cabin Scooters (Assemblies), Ltd., 80, George St., London, W.1. Hunter 0609. [0022/R

GODFREYS, Ltd.—Appointed dealers all depots, including Leytonstone, E.11. See display adverts. [C1052/R

COMERFORDS for Messerschmitts, new and second-hand; lowest possible h.p. rates.—Portsmouth Rd., Thames Ditton. Emb 5531 [C1006

OLFORD'S GARAGE, Crownhill Rd., Plymouth. Tel. 72545; Messerschmitt distributors for Devon and Cornwall. [8796

CLAUDE RYE, Ltd., for your new Messerschmitt; immediate delivery; terms, exchanges welcomed.—895-921 Fulham Rd., S.W.6. Renown 6174 [C1105/R

PANKHURST (WEYMOUTH), Ltd., exchange motor cycles, scooters and cars.—314-316, King St., Hammersmith, W.6. Riverside 1401. [C1136

TESTWOOD MOTORS main distributors, German trained mechanics, £1,000 spares always in stock, best exchange price, guarantee and service.—Salisbury Rd., Totton, Hants. Totton 3611 [0221/R

MESSERSCHMITT WANTED

GEORGE CLARKE pay most for Messerschmitt.—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019

CLAUDE RYE urgently require Messerschmitt; top prices paid; h.p. accounts settled.—899, Fulham Rd., S.W.6. Renown 6174. [W1105/R

MESSERSCHMITT SPARE PARTS

PRIDE & CLARKE stockists.—Stockwell Rd., S.W.9. [B1098/R

MORGAN

1948 Morgan 3-wheeler, red, Ford 10 engine; £220.—Eal. 2839. [8790

MORGAN SPARE PARTS

MORGANS.—All available spares in stock.—F. H. Douglas, Morgan specialists, 1a, South Ealing Rd., Ealing, W.5. Eal. 0570. [B0445/R

RELIANT REGAL

GEORGE CLARKE.

£50 deposit secures delivery of new 1959 Reliant; balance over 3 years.—275-9, High St., Acton, W.3. Acorn 6543. [C1018

MEETENS, Shannon Corner, New Malden (Maden 3110) for your new Reliant coupe or hardtop, prompt delivery, demonstrations, tuition, lists, post free; easiest h.p. and fairest exchanges. [C1203

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New Stock :— A.C., Bond, Coronet, Gordon, Heinkel, Isetta, Messerschmitt, Reliant, Scootacar, Unicar.

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1954	**BOND** Family, one owner	£299
1955	**BOND** Family (reg. Dec. '54)	£219
1955	**BOND** Family de luxe, choice of 2	£225
1955	**BOND** 2-str. Standard, one owner	£199
1956	**BOND** 2-str. Standard, excellent condition	£215
1956	**BOND** 2-str. de luxe	£225
1956	**BOND** Family de luxe, Mk. D	£250
1956	**BOND** 2-str., most attractive	£215
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ROWLAND SMITH'S for Reliant.

ALL models supplied.

295 GNS.—Reliant Regal 1956 coupe, extras, very good condition, taxed; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114

GLANFIELD LAWRENCE OF FINCHLEY.

SEE the amazing Reliant Regal Mark IV, car comfort at motor cycle running costs; £5 annual tax, reverse gear optional; choice of colours; immediate h.p. terms; your motor cycle, 3-wheeler or car taken in part exchange.

407—419, High Rd., Finchley, N.12. Tel. Fin. 0091-5. [C1044

PINKS OF HARROW for your new Reliant Regal. Immediate delivery on your own h.p. terms, highest allowances.

PINKS OF HARROW for all the best models, solo or sidecar, 3-wheelers and scooters, new and used, huge stocks.—Station Rd., Harrow. Tel. 0044. Hours 9-7. [C1099

GODFREYS, Ltd., for Reliant Regal 3-wheelers at all depots, including Bushwood Corner, Leytonstone, E.11. See display advertisements. [C1052/R

CLAUDE RYE, Ltd., for your new Reliant; immediate delivery; exchanges welcomed.—895-921, Fulham Rd., S.W.6. Renown 6174. [C1105/R

1957 Reliant Regal 750, 4-seater coupe, low mileage; £329/10.—Geo. Clarke Motors, 276-8, Brixton Hill, S.W.2. Tul. 3211. [C1019

MPHW SALES, Ltd., Bubble and Miniature car specialists; new and used in stock. —Call 23, Piccadilly, Gerrard 6055, 186, Holland Park Ave., Park 2410 67, Goldsworth Rd., Woking 5231.

£45 deposit and £16/10/5 for 30 months, cash £446; used £58 deposit and £14/2/8, cash £390. [0340

SLOCOMBES, the Reliant agents offer 1954, one owner Reliant, open 4-seater, colour blue with new blue vynide hood, covered by our parts and labour guarantee; £295; part exchanges, cars and motor cycles; easiest h.p. terms; your existing account settled if you wish.—Slocombes, 58-52, Dudden Hill Lane, N.W.10. Willesden 4869/5934 [C1108

GLANFIELD LAWRENCE (HIGHBURY), Ltd., sole distributors in London for the New Reliant Regal Mark IV—the car on 3 wheels. See it in its up-to-date form—Streamlined, roomier, more comfortable, better performance, synchromesh gear box (reverse optional). Choice of colours; immediate hire purchase, part exchanges welcome; Reliant sales, service, spares. Write, 'Phone or call for illustrated catalogue. See the Reliant at your home if required.

GLANFIELD LAWRENCE (HIGHBURY), Ltd., Reliant House, 28-32, Highbury Corner, N.5. Nor. 2791. (Showrooms open 9-6 p.m. daily. Monday to Saturday.) [C1191/R

RELIANT REGAL WANTED

GEORGE CLARKE pay most.—276, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019

ROWLAND SMITH'S, the Reliant Regal buyers.—Hampstead High St., London N.W.3. Ham. 6041. [W1114/R

CLAUDE RYE urgently require Reliant Regal; top prices paid; h.p. accounts settled.—899, Fulham Rd., S.W.6. Renown 6174. [W1105/R

GLANFIELD LAWRENCE (HIGHBURY), Ltd., Reliant distributors, offer top prices for Reliant cars and Scwt vans; part exchanges or cash; our buyer will call if necessary.

RELIANT House, 28-32, Highbury Corner, N.5.

TEL. North 2791-2. [W1191/R

GLANFIELD LAWRENCE OF FINCHLEY require Reliant Regals for cash or part exchange against motor cycles, 3-wheelers or cars; existing h.p. accounts settled.—407/419 High Rd., Finchley, N.12. Tel. Fin. 0091-5. [W1044/R

RELIANT REGAL SPARE PARTS

EVERYTHING for the famous Reliant three-wheelers; we hold the largest stock of Reliant spares and accessories in the country, immediate over-the-counter service or twenty-four hours by c.o.d.; full servicing facilities, stores open 9 a.m. to 6 p.m. Monday to Saturday.—Glanfield Lawrence (Highbury), Ltd., Reliant House, 28-32 Highbury Corner, London, N.5. Tel. Nor. 2791. [S1191/R

SCOOTACAR

WATKINSONS for immediate delivery; terms; exchanges; demonstration car available.—124-136, Stockwell Rd., S.W.9. Brixton 2858. [C1174/R

MPHW SALES, Ltd., Bubble and Miniature car specialists; new and used in stock. —Call 23, Piccadilly, Gerrard 6055, 186, Holland Park Ave., Park 2410, 67, Goldsworth Rd., Woking 5231.

£32 deposit and £10/18/8 for 30 months; £315 cash; £28 deposit and £10/2/6, cash £280 for used.

OR contract hire for £3/5 a week for the year, including maintenance, tax, no mileage charge. [0333

SCOOTACAR, something new in motoring, in fact a saloon scooter at last on three wheels, will be on view immediately following Earls Court Show at Meetens, the Villiers specialists, Shannon Corner, New Malden (tel. Malden 5110); if it's one you missed well, send for a list! [C1203

THREE-WHEELERS AND CARS WANTED

ROWLAND SMITH'S, the 3-wheeler buyers.—Hampstead High St. (Hampstead Tube), London, N.W.3. Open 9-7 week-days and Saturdays. Ham. 6041. [W1114/R

EXCHANGE AND WANTED

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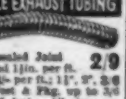

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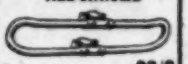

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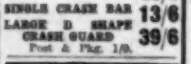

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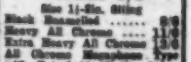

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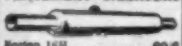

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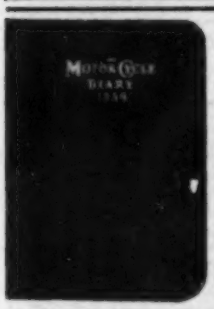

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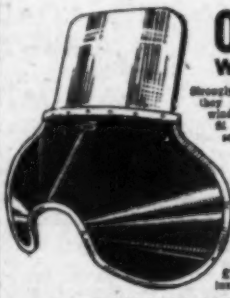

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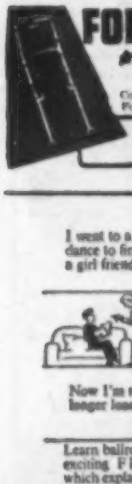

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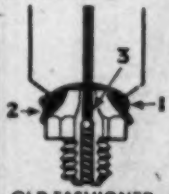

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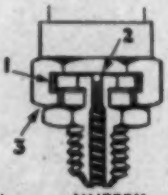

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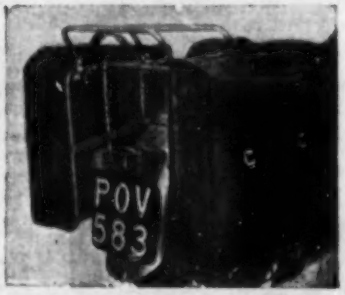

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Scooter Supplement

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For a complete guide to all the scooters on the British market please turn to pages 702 to 704

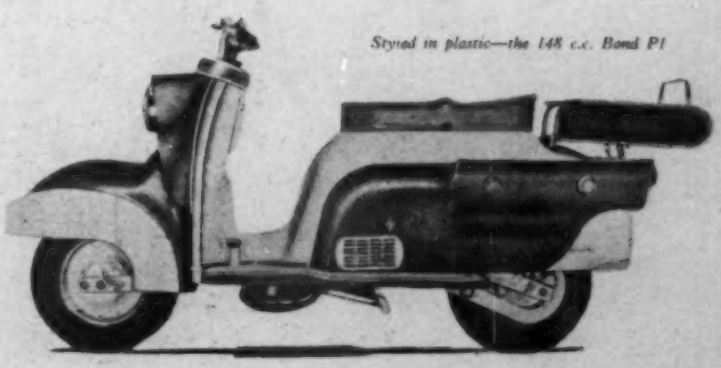
VAST ARRAY OF SCOOTERS FROM 49 TO 277 c.c. AT THE LONDON SHOW : EXCITING NEW MODELS FROM SEVERAL BRITISH FACTORIES AROUSE GREAT INTEREST

Bond

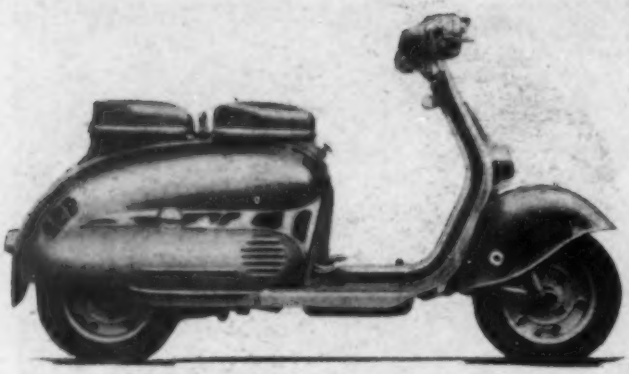
FROM Preston hail the extremely eyeable Bond scooters, two in number and built in the same factory as the famous Minicar three-wheelers. The smaller model, P1, is a one-fifty powered by the three-speed Villiers Mark 31C unit. Designated P2, the bigger machine has the 197 c.c. four-speed Mark 9E engine. Both are fan cooled and have the luxury of electric starting by means of the 12-volt Siba Dynastart.

Bonds, of course, are experienced in the use of glass-reinforced plastic (it is employed for parts of the three-wheeler bodywork) and in the scooter design this know-how has been used to excellent effect in producing a highly original model: the entire body is assembled from plastic mouldings. The styling is modernistic, with the large-area side panels continued rearward to form tail fins.

Of 10in diameter, the wheels are carried



Styled in plastic—the 148 c.c. Bond P1



From Germany: the 194 c.c. Dürkopp Diana

on stub axles for ease of removal. Quietness in running has been well studied: there is a large-area intake silencer and an exhaust silencer of considerable capacity is fitted. Grey and blue, green and ivory or maroon and ivory are the colour choices available. Stand 58

B.S.A.

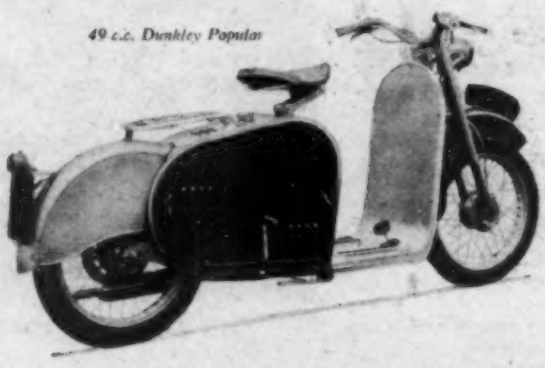
THE biggest stir created by the re-entry of B.S.A. into the scooter field has come this week at Earls Court, where the models can be seen in the flesh. The new Sunbeams—a 174 c.c. two-stroke and two versions of the 249 c.c. overhead-valve twin—are accompanied on the stand by the already familiar 70 c.c. Dandy.

Externally alike, the three new models feature a welded twin-tube frame which carries unstressed metal bodywork attractively styled and finished in pale polychromatic green. The frame design is unconventional in that the long steering-head tube is not welded to the main assembly but is held in place by clamps nestling between the frame tubes and secured by through bolts.

The dual-seat, hinged at one side to give easy access to the fuel tank and engine ancillaries, is supported on a tubular loop welded to the main frame so that no load is transferred to the quickly detachable body pressings; a swelling at the tail of the body conceals the unusual exhaust silencer.

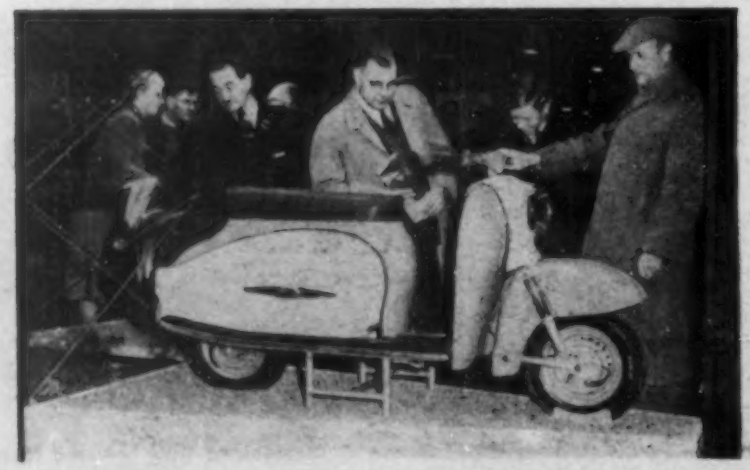
On the 174 c.c. model the engine is an orthodox two-stroke, but with gear primary drive to the integral four-speed gear box. Gear control is by a pedal, on the right footboard, pushed forward for downward changes and rolled backward for upward changes. The cast-aluminium rear chaincase serves as a pivoted arm carrying the wheel. A feature is that the chaincase pivot is concentric with the gear-box final-drive sprocket and hence chain tension is not affected by wheel deflection. An auxiliary outrigger casting on the chaincase provides additional support for the pivot. The front-wheel stub axle is supported by a cranked telescopic strut comprising a cast light-alloy sliding member on two tubes housing the spring and hydraulic damper.

49 c.c. Dunkley Popular



Engine of the two-fifties is a parallel twin with the light-alloy cylinder block integral with the crankcase. Oil is contained in a pressed-steel pan attached to the underside of the crankcase. One of the twins features electric starting, the other a pedal starter. Stand 45

Handsome newcomer: the 173 c.c. Dayton Flamenco in its Earls Court setting



Dayton

PIONEERS of the two-fifty scooter, the Dayton concern this year supplements its established Albatross range with a lighter, smaller-capacity model named Flamenco. Controlled by oil-damped spring units, the pivoted front fork is similar in layout to that of the Albatross Continental models but in other respects the newcomer breaks away from previous practice.

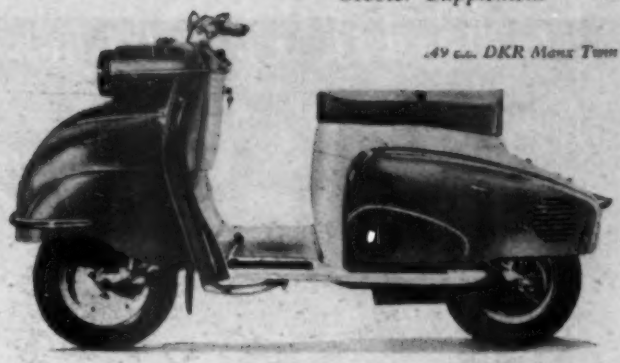
The frame is formed by a large-diameter single tube and offers a flat floor. The fan-cooled 173 c.c. Villiers Mark 2L power unit is entirely enclosed by the rear bodywork. Siba 12-volt electric starting is featured and a 7in-diameter headlamp with twistgrip dipper is mounted on the weathershield in a neat cowl which overlaps the main pressing to form an instrument panel behind the steering head.

As before, the impressive Continental two-fifties are offered with the choice of single- or twin-cylinder engines. Stand 32

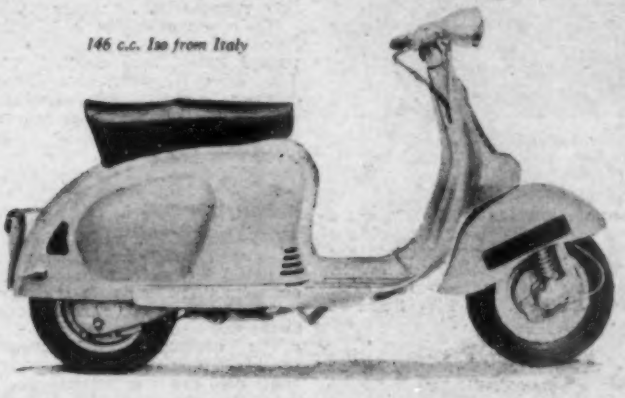
DKR

LATEST model to join the Wolverhampton-built DKR range is a real speedster named Manx, a beautiful streamlined scooter powered by the 249 c.c. Villiers twin-cylinder unit. It features electric starting, too, such as is already specified for the 148 c.c. Pegasus and 197 c.c. Defiant. The Manx and Defiant are four-speed models, the Pegasus a three-speeder.

Full frontal fairing is a characteristic of all the models. In addition to shielding the front wheel, the nose fairing encloses the fuel tank which is mounted ahead of the steering head—a weight-distribution factor which makes for very good handling. Stand 62



249 c.c. DKR Manx Twin



146 c.c. Iso from Italy

Dunkley

THOUGH of only 49 c.c. the new Dunkley Popular packs quite a punch, for its power is supplied by an overhead-valve engine which is built in unit with a two-speed gear box. Light but strong, the chassis is of tubular construction and features a main medial loop and secondary loops outlining the weathershield, floor sides and rear panelling.

More powerful still, the S65 model has a 65 c.c. o.h.v. engine and is equipped with a dual-seat for pillion work. Both models have 15in-diameter wheels. Stand 76

Dürkopp

SMART and stylish, the Dürkopp scooters from Germany now number two, for there is an additional model named Diana Sport. It is powered by a modified version of the Diana's 194 c.c. two-stroke engine tuned to give a higher performance. Both models feature four-speed gear boxes, pivoted-arm suspension, 3.50 × 10in tyres, 6in-diameter brakes and fuel tanks which hold a little more than 2½ gallons.

A deal of thought has gone into engine starting. There is a Noris 12-volt flywheel starter-generator in addition to a kick-starter and so, whatever the state of the battery, the engine can readily be brought to life. A further aid to quick starting is that the carburettor has an auxiliary starting jet. While the Diana is equipped with two saddles, the Diana Sport has a dual-seat. Stand 94

Guizzo

MANY are looking on the Guizzo as one of the most promising of the Earls Court newcomers. Its appearance suggests handling of virtually motor-cycle standards. The new Mark II has 3.50 × 12in tyres on pressed-steel wheels. A low centre of gravity is ensured by the horizontal disposition of the 150 c.c. two-stroke engine. As the engine-gear unit lies flat, the arch formed above it, between the footboards, is very shallow. Stand 79

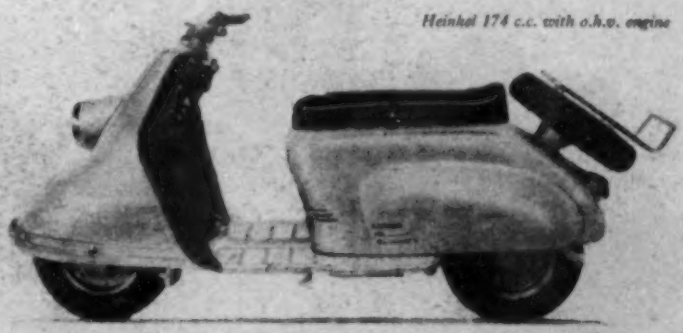
Heinkel

"THE Heinkel Tourist is a luxurious, long-range machine." So say the makers. Certainly its 174 c.c. overhead-valve engine gives plenty of unflagging power. There is luxury, too, with 12-volt lighting, electric starting and a four-speed gear box—twistgrip controlled—in unit with the engine. As to comfort, there are 4in-section tyres on 10in-diameter, split-rim wheels and the springing is fully damped at front and rear. Stand 84

Iso

THE sleek 146 c.c. Iso scooter is unmistakably Italian both in appearance and design. The flat floor sweeps upwards to form a weathershield and a dual-seat tops the shapely body; the concealed frame is of single-tube pattern.

A four-speed gear box is built in unit with the fan-cooled engine and a light-alloy case houses the duplex final-drive chain. The engine-transmission unit pivots for rear-wheel springing. Both wheels are mounted on stub axles and shod with 3.50 × 10in tyres. Lighting is direct, with dry batteries for parking. Stand 69



Heinkel 174 c.c. with o.h.v. engine

Latest from Lambretta, a 148 c.c. Model L.i makes its bow before the London Show crowds

Lambretta

NEW look and traditional lines are equally blended in the current Lambretta range. Three models, embodying the fruits of a decade of experience, represent the new pattern: they are the 170 c.c. TV175, 148 c.c. L.i 150 and 124 c.c. L.i 125. At a casual glance they differ from the familiar LD layout chiefly in having smoother body lines, a front mudguard which does not turn with the steering, and wheels of 10in diameter, not 8in. But there are other differences, although all Lambrettas conform to the basic layout of a single-tube frame, virtually flat floor, trailing-link front fork and rear suspension by means of a pivoted power unit.

A horizontal cylinder mounting gives the new models a lower centre of gravity. They also have larger brakes, four gears (not three) and transmission by chain and pinions rather than bevels and shaft—though the transmission on all models is enclosed and non-adjustable. The LD trio comprises the 124 c.c. LD125 and a brace of one-fifties consisting of the LDB150 with kick-starter and the LDA150 which has an electric starter. A variety of single- and two-tone colour schemes is available. Stand 72

Maico

ONE of the highest-performance scooters on the market, the Maicoletta is available in two engine sizes—277 and 247 c.c.; the two models are otherwise identical. Both engines have electric starting and fan cooling.

The four-speed gear box is foot controlled and the rear chain enclosed. Suspension is by telescopic front and pivoted rear fork. The flat floor is rubber covered and the dual-seat of generous dimensions. Unscrewing one bolt permits the body panelling to be removed in one piece for access to the engine and transmission.

Of 197 c.c., the Maico Mobil has a most striking appearance. Unlike the Maicolettas, its frame is not open. Massive-looking bodywork surrounds the front wheel and extends to the rear to shroud the spare wheel. Stand 70

Manet

THOUGH its fan-cooled two-stroke engine is of only 98 c.c., the Czech Manet S100 scooter has a lavish specification. There is an electric starter-generator with the batteries housed behind the weathershield. There are flashing trafficators, a windscreen, a four-speed gear box with neutral-finder pedal. Both transmission chains are enclosed.

Square-section tubing is used for the frame and both wheels are carried in pivoted forks. Tyre size is 2.75 × 14in. The ribbed full-width hubs house 6in-diameter brakes. Mudguarding and weather shielding are comprehensive. Stand 71

Manurhin

FORMERLY known as the D.K.W. Hobby, the 74 c.c. Manurhin scooter is famed for its extreme simplicity of operation. The engine is started merely by pulling upward on a handle connected to the crankshaft by a cable.

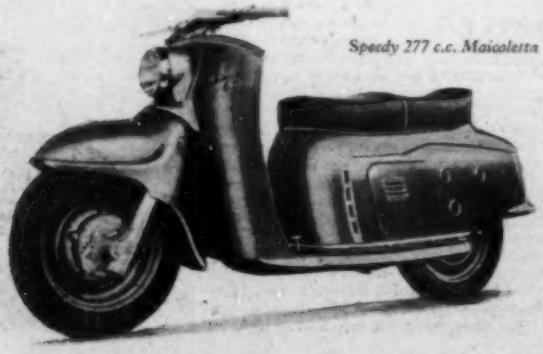
The transmission is automatically variable within wide limits and, once under way, the rider controls speed with the twistgrip throttle and brakes only. There is a drive engagement lever on the left side of the handlebar. Tyre size is 2.75 × 16in. Both wheels are sprung and there is provision for carrying a pillion passenger. Stand 80

Motobécane

UNTIL recently of 124 c.c., the Motobécane Mobyscooter is now a one-fifty. It is an attractive little mount—of conventional layout except that rubber suspension units are used to control the pivoted front fork and rear arm. Wheels

74 c.c. Manurhin Hobby

Speedy 277 c.c. Maicoletta



Scooter from Yorkshire — the Panther Princess features a 173 c.c. Villiers power unit and stub-axle-mounted wheels

are of 10in diameter and shod with 3.50in-section tyres.

The fan-cooled engine has an aluminium-alloy cylinder, with chromium-plated bore, a feature which makes for quiet running. The three-speed gear box is controlled by the twistgrip. Primary transmission is by gears and the rear chain is enclosed. A pillion seat and spare wheel are included in the standard equipment. Stand 68

N.S.U.

THERE is a choice of three elegant models for N.S.U. fans. Features common to all are a flat floor, two nose-pivoted saddles, fan cooling and enclosed transmission by shaft and gears.

Most luxurious of the trio is the 174 c.c. Five-Star Prima with electric starter and fog lamp. Tyre size is 3.50 × 10in, and there is foot-control of the four gears. The Prima III KL is similar save for a 148 c.c. engine and kick-starter, while the Prima D, also a one-fifty, has three gears and electric starting. Stand 27

Panther

ONE of the latest additions to the list of British-made scooters is the Panther Princess from a manufacturer hitherto famous for motor cycles of various sizes. The basic layout is conventional with a single-tube frame, flat floor and steel pressings for the bodywork, steering-head shroud and deeply valanced front mudguard. Both wheels are mounted on stub axles which are carried in pivoted arms controlled by Armstrong hydraulically damped spring units. Tyre size is 4.00 × 10in; the wheel rims are of split pattern and secured to the hubs by four studs and nuts.

Power is provided by a 173 c.c. Villiers Mark 2L three-speed engine-gear unit with fan cooling. The engine is available with either a kick-starter or 12-volt Siba Dynastart equipment. Each side panel is secured by a single handwheel nut and removal of the panels gives ample access to the engine and transmission for maintenance.

Colour of the body mid-portion is sea-mist grey, while the side panels, front mudguard and steering-head shroud are bright red. The dual-seat has a check top and grey sides and hinges to one side to reveal the petroil tank and batteries. The headlamp and horn are built into the steering-head shroud.

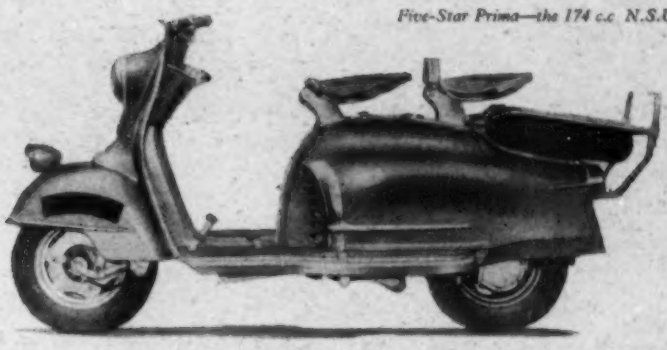
Three pedals protrude through the floor: that on the left controls the rear brake, the two on the right are for gear changing. Handlebar controls are orthodox—levers for the clutch and front brake and a twistgrip for the throttle. Stand 41

Peugeot

ALTHOUGH the sleek Peugeot 147 c.c. Elegante is a newcomer to Britain, it is widely known in France. Versions are shown in Parisienne cream and Sienna red. Also exhibited are three examples of the B model, now renamed Elite.

Basically the machines are similar, but a notable difference is the use of 10in wheels on the Elegante compared with 8in on the Elite; further, on the Elegante the front mudguard turns with the wheel, whereas on the Elite it is integral with the weathershield. Stand 64

Five-Star Prima—the 174 c.c. N.S.U.

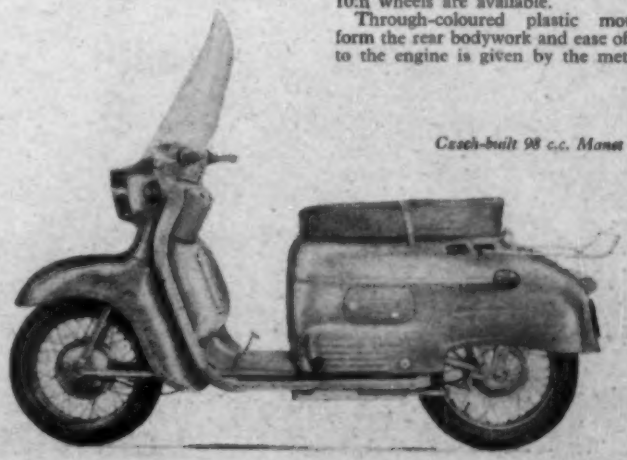


Phœnix

FROM relatively small beginnings a few years ago, the Phœnix range has grown until today it embraces nine models, including 147 c.c. singles and 324 c.c. twins. All machines are Villiers-powered. Other features, too, are common to all. Front springing is by pivoted leading arm and rear suspension by pivoted fork. Most models have 3.50 × 8in tyres, but alternative tyres on 10in wheels are available.

Through-coloured plastic mouldings form the rear bodywork and ease of access to the engine is given by the method of

Czech-built 98 c.c. Manet



London-made—the 147 c.c. Phamex

Smart Parisienne—the Peugeot Elegante

attachment: release of three spring clips permits the bodywork to be lifted clear. Stand 94A

Prior

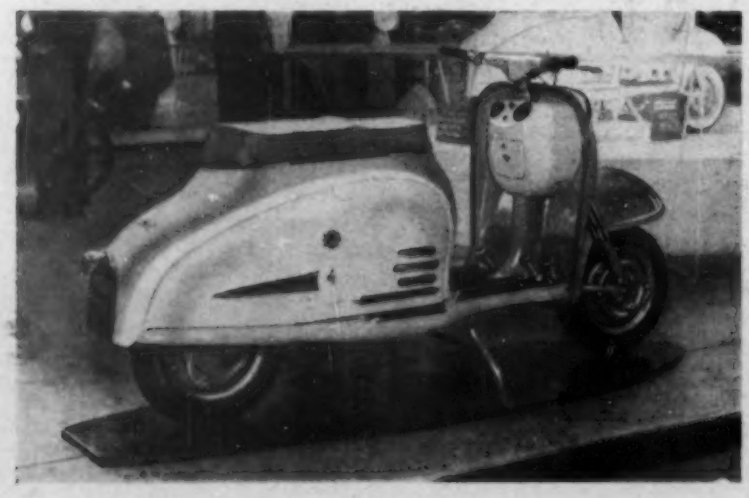
THE much-hoped-for 125R Prior, the new lightweight which was to have been exhibited, is not now expected in this country for at least another week. The display, therefore, is based solely on the established 191 c.c. 200R model, with Sachs engine and four-speed gear box and incorporating a 12-volt Noris starter-generator. Suspension is by pivoted fork at front and rear.

Fuel tank capacity is of practical size—2½ gallons—and to aid weight distribution the twin tanks are fitted pannier fashion on either side of the steering head. The tank bases are recessed to accommodate the two six-volt batteries. Starting is accomplished by depressing the ignition key. A further unusual feature is a neutral-finder which is trigger-operated from the handlebar. All-up weight of the 200R is 317 lb. Stand 90

Puch

ALL the emphasis on the Puch stand is on the up-to-the-minute SR150 and SRA150 models announced only a few weeks ago. Powered by 147 c.c. single-cylinder engines, they differ only in that the SRA has 12-volt lighting and a Bosch starter-generator while the SR model has a six-volt electrical system and a kick-starter. Designated Alpine, both machines are equipped with 12in-diameter split-rim wheels shod with 3.25in-section tyres. For the first time there is oil-damped, pivoted-fork front springing. Stand 83

The electric-starting 173 c.c. Sun Wasp with side-by-side gear-change pedals



Sun

QUALITY of finish is unexcelled in the sphere of Sun motor cycles, and it is evident that the firm has applied all its skill and craft to the new Sun scooter, the 173 c.c. Wasp. The power unit is a Villiers Mark 2L with fan cooling and electric starting by means of the 12-volt Siba Dynastart.

Design of the Wasp is such as to make a particular appeal to women, for the seat height is only 27in and the floor is waisted in such a way as to allow both feet to be placed firmly on the ground. Gear-changing arrangements, too, are very simple: there are two side-by-side pedals, one for upward and one for downward changes. Also exhibited is that useful lightweight runabout, the 98 c.c. Geni. Stand 38

Terrot

SHOWN by Panthers (concessionaires in Britain), the French-built 124 c.c. Terrot is a curvaceous yet cheeky scooter which embodies a number of interesting and highly practical features. Accessibility, for example, is a major point for the whole of the rear bodywork is hinged at its front edge and, when raised, lays bare the engine, three-speed gear box and other working parts. The gear box, indeed, is of preselector type. Preselection is made by turning the left-hand twist-grip and the gear selected is shown on an indicator; engagement is effected by depressing a pedal. Wheel suspension is by rubber. Stand 41

Triumph

FINISHED in the distinctive shell-blue sheen so familiar to motor cyclists as identifying a machine from the Triumph range, the three trim Tigress scooters are in all other respects identical with the new scooters shown by B.S.A.

Test-Ride the Amazing Lambretta

FREE of obligation

Again Lambretta makes scooter history with the *first* planned *personal* demonstration scheme in which Authorized Lambretta Dealers throughout Britain are co-operating. It's *too* simple . . . just ask your nearest Lambretta dealer for a trial ride . . . or, better still, 'phone N O W and make an appointment.

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* **PRECISION ENGINEERING** gives extra performance and lowers running costs.
* **FINEST SERVICE** available everywhere. Guaranteed spares.
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* **QUALITY PRODUCT** backed by years of experience and sound engineering.
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* **SAFETY** — Perfect balance, sure braking.

Ask about the NEW EASY H.P. deposits

GET AROUND BETTER—TRAVEL Lambretta

THE WORLD'S FINEST SCOOTER

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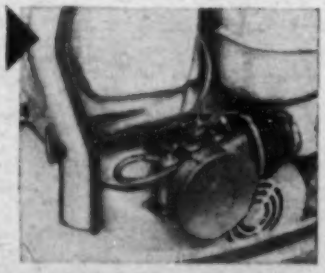

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New Streamlined appearance

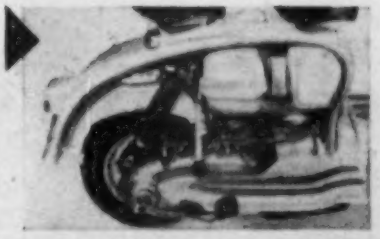
CURRENT PRICES LAMBRETTA 1959 MODELS

LD-125	125 cc	£149.17.6	LI-150 (Battery model)	150 cc	£174.17.6
LI-125	125 cc	£155.17.6	LDA-150 (self-start) ...	150 cc	£179.10.0
LDB-150 (Battery model)	150 cc	£164.15.2	TV-175	175 cc	£199.10.0

(Prices include Purchase Tax)

SALES POINTS

Engine, clutch, 4-speed gearbox and transmission totally enclosed as a single unit. More power, less consumption.



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Smoother, more silent transmission

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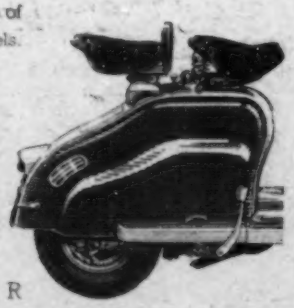
Simon's L.31

With the largest Scooter Service Agent network in Britain, Lambretta after-sales service fully supports the outstanding reputation of Lambretta as Britain's most popular scooter. Wherever you travel on Lambretta, you are never far from the expert advice and assistance of Lambretta Service Agents. Write for full details of all 1958 Lambretta models.

GET AROUND BETTER—

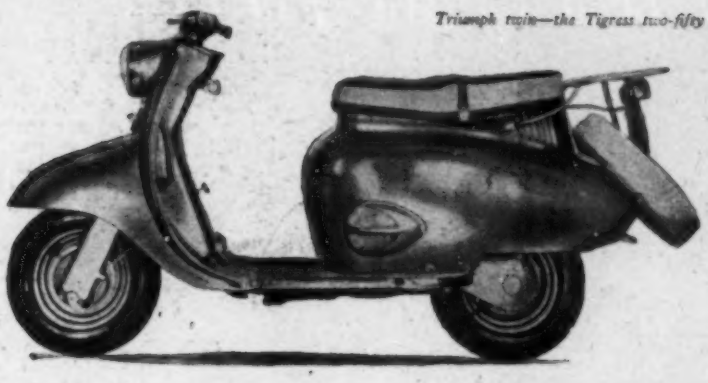
TRAVEL **Lambretta**



THE WORLD'S FINEST SCOOTER

LAMBRETTA CONCESSIONAIRES LIMITED · BEVERLEY WORKS · KINGSTON-BY-PASS S.W.20

Simons L.12



Triumph twin—the Tigress two-fifty

Thus the TS1 is a 174 c.c. two-stroke and the TW2 has the compact 249 c.c. overhead-valve twin; both are started by a push-forward pedal. The third model, TW2/S, is also powered by the o.h.v. twin and is equipped with a Lucas car-type electric starter. All three engines have the blades of the cooling fan incorporated in an external flywheel. And since the crankshaft and gear box are coupled by spur gears, the engine runs anti-clockwise when viewed from the right-hand side.

Six-volt electrical equipment is specified for the pedal-starter models, with the battery housed in a box behind the weathershield. For the electric-starter mount a 12-volt system is employed, and an additional battery and box are provided. On this model the starter motor is mounted on the front of the crankcase and is brought into operation by cable from a pull-out button on the weathershield mid-channel; the starter-motor pinion engages with a toothed ring on the flywheel periphery. The clutch runs at engine speed. Stand 48

Vespa

THE three-model Vespa range represents more than 12 years of steady, progressive development. The trio comprise the British-built 124 c.c. Standard model and two imported one-fifties—the Clubman and Gran Sport.

Apart from engine size, the Standard and Clubman are generally similar, but for the Gran Sport a four-speed gear box replaces the three-speed version and wheel diameter is increased from 8in to 10in; tyre section for all models is 3.50in. Fuel-tank capacity, too, is slightly greater.

In all the models the engine-gear unit is mounted alongside the rear wheel and enclosed in a streamlined blister which matches a similar blister incorporating the tool box on the other side. Stand 56

Zündapp

BELLA, in Italian, means beautiful. Evidently the Germans think the same, for the pressed-steel bodywork of the two Zündapp Bella scooters is very shapely. Smaller of the pair is the 146 c.c. Model 154 and it is partnered by the 199 c.c. Model 204. Both engines are two-strokes, cooled by an air stream ducted through the deep longitudinal tunnel of the body. An exceptionally long silencer is located beneath the left floorboard. Of 12in diameter, the wheels carry 3.50in-section tyres and are mounted in pivoted forks. Stand 57

145 c.c. Vespa Gran Sport

146 c.c. Bella 154, by Zündapp

TO SCOOTER RIDERS

This special supplement and the one in last week's issue are, we hope, to your liking. They were included primarily for those of you who ride scooters but we expect that the main body of the issue was also of interest and, perhaps, of help.

Other supplements will be published from time to time but, meanwhile, we would like to think that our normal week-by-week issues will prove informative, useful and entertaining to you. We deal with all types of two- and three-wheeler and many of the articles are applicable as much to scooters and mopeds as to orthodox motor cycles and sidecar outfits.

As mentioned on page 693, next Thursday's number will be our Show Review. If, as a scooterist, you are not a regular reader, why not place an order with your newsagent for that issue and for those to follow during the next few weeks or months? We know that once you start the habit of reading THE MOTOR CYCLE regularly you will enjoy the continuity of a weekly journal and will find every issue of genuine help in getting the best of service and enjoyment from your machine.

BUYING A SCOOTER OR MOPED?

Specifications and Prices of all Models on the British Market

Scooters

Make	Model	Capacity, Bore, Stroke and Type of Engine	Ign.	Gear Ratios	Capacity Fuel Oil	Susp. F R	Size of Tyres Front	Size of Tyres Rear	Wt. lb	Price £ s d
BITRI	150KS	148 c.c. 59 x 54mm t.s.	M	Four (not specified)	2½g —	PF PF	4.00 x 8	4.00 x 8	233	165 0 0
	150ES	148 c.c. 59 x 54mm t.s.	M	Four (not specified)	2½g —	PF PF	4.00 x 8	4.00 x 8	239	180 0 0
	200	191 c.c. 65 x 58mm t.s.	M	Four (not specified)	2½g —	PF PF	4.00 x 8	4.00 x 8	250	213 0 0
	CONCESSIONAIRES: Robert Eden and Co., Ltd., 45, St. James Place, London, W.1. *EXTRAS:* Spare wheel, £5 2s 6d; luggage carrier, £3; windscreen, £5 10s 6d; clock, £4 1s 6d.									
BOND	P1	148 c.c. 57 x 58mm t.s.	C	5.65 7.56 14.4	2½g —	PA PA	4.00 x 10	4.00 x 10	262	184 12 6
	P2	197 c.c. 59 x 72mm t.s.	C	4.5 5.73 8.01 13.3	2½g —	PA PA	4.00 x 10	4.00 x 10	274	199 12 0
	MANUFACTURERS: Sharps Commercials, Ltd., Bond Minicar and Scooter Works, Preston, Lancashire. *EXTRAS:* Windscreen, £6 17s 6d; carrier, £3 17s 6d; machine cover, £1 5s; spare wheel and tyre, £5 5s.									
B.S.A.	Dandy	70 c.c. 45 x 44mm t.s.	M	9.7 21.2	¾g —	LL PF	2.50 x 15	2.50 x 15	100	79 4 4
	Sunbeam B1	174 c.c. 61.5 x 58mm t.s.	M	4.55 5.81 9.1 13.6	1½g —	T PA	3.50 x 10	3.50 x 10	220	164 19 8
	Sunbeam B2	249 c.c. 56 x 50.6mm o.h.v. twin	C	4.0 5.2 8.0 12.0	1½g 2½pt	T PA	3.50 x 10	3.50 x 10	240	187 2 6
	Sunbeam B2S	249 c.c. 56 x 50.6mm o.h.v. twin	C	4.0 5.2 8.0 12.0	1½g 2½pt	T PA	3.50 x 10	3.50 x 10	250	200 17 0
	MANUFACTURERS: Dandy—B.S.A. Motor Cycles, Ltd., Armoury Road, Birmingham, 11; Sunbeams—B.S.A. Motor Cycles, Ltd., Waverley Works, Birmingham, 10. *EXTRAS:* Dandy—speedometer, £2 19s 6d; two-colour finish, £1 6s 3d. Sunbeam—windscreen, spare wheel with cover, luggage rack and wheel discs will be available.									
DAYTON ALBATROSS	Flamenco	173 c.c. 59 x 63.5mm t.s.	C	Three (not specified)	1½g —	PF PF	3.50 x 10	3.50 x 10	305	189 14 6
	Continental	247 c.c. 66 x 72mm t.s.	M	Four (not specified)	2½g —	PF PF	4.00 x 12	4.00 x 12	309	210 10 0
	Continental	249 c.c. 50 x 63.5mm t.s. twin	M	Four (not specified)	2½g —	PF PF	4.00 x 12	4.00 x 12	319	235 0 0
	MANUFACTURERS: Dayton Cycle Co., Ltd., Park Royal, London, N.W.10. *EXTRAS:* For Continental models—windscreen, £5 7s 6d; luggage support bars, £1 5s; carrier, £2 7s 6d; pannier bags, £5 2s; spare wheel and tyre, £7 1s 6d; spare wheel carrier, £3 5s. Similar accessories will be available for Flamenco, prices to be announced.									
D.M.W.	Bambi	98 c.c. 47 x 57mm t.s.	M	7.76 13.6	1½g —	PF PF	2.50 x 15	2.50 x 15	165	110 8 0
	MANUFACTURERS: D.M.W. Motor Cycles (Wolverhampton), Ltd., Valley Road Works, Sedgley, Dudley, Worcs. *EXTRAS:* windscreen, £2 17s 6d; pillion seat, £1 15s; maroon, blue, bronze or silver finish, £3 2s 5d.									

Abbreviations: M=*magneto;* C=*coil;* T=*telescopic fork;* G=*girder fork;* BL=*bottom-link fork;* PF=*pivoted fork;* PA=*pivoted arm;* P=*plunger;* LL=*leading link;* TL=*trailing link;* S=*solid frame;* LS=*leaf spring;* CS=*coil spring;* F=*front;* R=*rear;* c.c.=*cubic centimetres;* mm=*millimetres;* t.s=*two-stroke;* s.v.=*side-valve;* o.h.v.=*overhead-valve;* o.h.c.=*overhead-camshaft;* g=*gallons;* pt=*pints;* in=*inches;* lb=*pounds;* wt=*weight. Prices of machines include British purchase tax. Prices also include tax where applicable on extras ordered with a machine; in some cases tax is not charged if extras are bought separately.*

Mr. Scooter says:

Vespa

was undoubtedly a resounding success at the Show. But if you were unable to visit it, make a point of going

as soon as possible to your local dealer to see all the models of the world's finest scooter with the 12 months' guarantee

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the "handy Dandy"

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LIGHT SCOOTER

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- Engine of proved performance.
- Low riding position.
- Large section tyres for safe roadholding and comfort.
- Powerful hub brakes.

PRICE **52½ GNS**
including Purchase Tax

PHILLIPS CYCLES LIMITED : BIRMINGHAM 40

Make	Model	Capacity, Bore, Stroke and Type of Engine	Ign.	Gear Ratios	Capacity Fuel Oil	Susp. F R	Size of Tyres Front	Size of Tyres Rear	Wt. lb	Price £ s d
D.K.R.	Dove	147 c.c. 55 x 62mm t.s.	M	4.7 6.3 11.99	1½g —	PF PF	3.50 x 10	3.50 x 10	268	162 18 0
	Pegasus	148 c.c. 57 x 58mm t.s.	C	5.33 7.15 13.6	1½g —	PF PF	3.50 x 10	3.50 x 10	300	182 6 8
	Defiant	197 c.c. 59 x 72mm t.s.	C	4.42 5.61 7.87 13.0	1½g —	PF PF	3.50 x 10	3.50 x 10	308	194 9 10
	Manx	249 c.c. 50 x 63.5mm t.s. twin	C	4.62 6.39 8.78 14.13	2½g —	PF PF	4.00 x 10	4.00 x 10	350	229 14 6
	MANUFACTURERS: D.K.R. Scooters, Ltd., Pendeford Airport, Wolverhampton. *EXTRAS:* Windscreens, from £4 19s 6d; stop light, 7s 6d; luggage carriers, from £3 3s; pannier frames, £4 10s; pannier bags, £3 7s 6d; seat cover, 7s 6d; spare wheel and tyre, £6 3s 6d; many other fittings available—full list from manufacturers.									
DUNKLEY	S.65	64 c.c. 44 x 42mm o.h.v.	M	11.7 19.6	1g ½pt	LL S	2.50 x 15	2.50 x 15	138	98 18 6
	MANUFACTURERS: Dunkley Products, Ltd., National Works, Bath Road, Hounslow, Middlesex. Popular model available with 49 c.c. (39 x 41mm) engine; price, £77 11s 1d.									
DÜRKOPP	Diana	194 c.c. 64 x 61mm t.s.	C	4.86 6.08 8.38 14.3	2½g —	PF PA	3.50 x 10	3.50 x 10	317	218 6 3
	Diana Sport	194 c.c. 64 x 61mm t.s.	C	4.86 6.08 8.38 14.3	2½g —	PF PF	3.50 x 10	3.50 x 10	317	224 11 0
	CONCESSIONAIRES: Diana Concessionaires (Scooters), Ltd., 60, Ickenham Close, Ruislip, Middlesex. *EXTRAS:* Windscreens, from £6 15s; front bumpers, from £1 7s 6d; spare wheel and tyre, £9 19s 6d; mirror, £1 2s 6d; carrier, £4 17s 6d; many other fittings—full list from concessionaires.									
GUIZZO	Scooter	150 c.c. 56 x 60 mm t.s.	M	Not specified	1½g —	TL PA	3.50 x 12	2.50 x 14	225	172 10 0
	CONCESSIONAIRES: G. Nannucci, 8, Windmill Street, London, W.1.									
HEINKEL	Tourist	174 c.c. 60 x 61.5mm o.h.v.	C	5.13 7.1 10.6 18.05	2½g 2½pt	T PA	4.00 x 10	4.00 x 10	330	239 10 5
	CONCESSIONAIRES: International Sales, Ltd., 34/40, Palfrey Place, London, S.W.8.									
ISO	Ono-fifty	146 c.c. 57 x 75mm t.s.	M	5.25 7.2 9.9 19.4	1½g —	PA PA	3.50 x 10	3.50 x 10	215	175 14 0
	CONCESSIONAIRES: Stuart and Payne, Ltd., 4, Broad Street Place, London, E.C.2. *EXTRAS:* Windscreen, £6 6s; chromium shield beadings, from £1 14s 6d; spare wheel, £2 3s; spare wheel and tyre, £5 1s 3d; mirrors, from 6s 4d; many other fittings—full list from concessionaires.									
JAWA-CZ	Cezets	172 c.c. 55 x 65mm t.s.	C	5.08 6.36 8.0 15.76	2½g —	PF PF	3.25 x 12	3.25 x 12	286	169 19 6
	CONCESSIONAIRES: Industria (London), Ltd., 248, Holloway Road, London, N.7. *EXTRAS:* Windscreen, £6 17s 6d; carrier, £3 3s; spare wheel £6 17s 6d; mirror, £1 1s.									
LAMBRETTA	LD125	123 c.c. 52 x 58mm t.s.	M	5.13 8.8 15.2	1½g —	TL PA	4.00 x 8	4.00 x 8	194	149 17 6
	LDB150	148 c.c. 57 x 58mm t.s.	M	4.75 7.5 12.9	1½g —	TL PA	4.00 x 8	4.00 x 8	198	164 15 2
	LDA150	148 c.c. 57 x 58mm t.s.	M	4.75 7.5 12.9	1½g —	TL PA	4.00 x 8	4.00 x 8	200	179 10 0
	Li 125	123 c.c. 52 x 58mm t.s.	M	5.65 7.47 10.71 17.4	1½g —	TL PA	3.50 x 10	3.50 x 10	230	155 17 6
	Li 150	148 c.c. 57 x 58mm t.s.	M	5.22 6.67 13.95	1½g —	TL PA	3.50 x 10	3.50 x 10	231	174 17 6
	TV175	170 c.c. 60 x 60mm t.s.	M	6.69 7.3 9.77 14.32	1½g —	TL PA	3.50 x 10	3.50 x 10	242	199 10 0
	CONCESSIONAIRES: Lambretta Concessionaires, Ltd., Beverley Works, Kingston By-pass, London, S.W.20. *EXTRAS:* Various windscreens from £4 17s 6d; pannier sets from £6 15s 6d; petrol gauges, from £1 17s 6d; mirrors, from 18s 6d; spare wheel and mounting brackets, from £6 2s 6d; many other fittings for all models—full list from concessionaires.									

Make	Model	Capacity, Bore, Stroke and Type of Engine	Ign.	Gear Ratios	Capacity Fuel Oil	Susp. F R	Size of Tyres Front	Size of Tyres Rear	Wt. lb	Price £ s d
MAICO	Mobil	197 c.c. 65 x 59.5mm t.s.	C	6.1 8.1 11.5 19.8	2½g —	T PA	3.25 x 14	3.25 x 14	268	209 11 8
	Maicoletta	247 c.c. 67 x 70mm t.s.	C	4.73 6.33 8.95 15.6	2½g —	T PF	3.25 x 14	3.25 x 14	310	237 0 6
	Maicoletta 277	277 c.c. 71 x 70mm t.s.	C	4.73 6.33 8.95 15.6	2½g —	T PF	3.25 x 14	3.25 x 14	310	247 0 1
	CONCESSIONAIRES: Maico (Great Britain), Ltd., 81a Gloucester Road, London, S.W.7. *EXTRAS:* Windscreens, from £6 6s; eight-day clock (price not yet fixed).									
MANURHIN	Hobby	74 c.c. 45 x 47 mm t.s.	M	Automatically variable	1½g —	T PF	2.75 x 16	2.75 x 16	166	143 9 3
	CONCESSIONAIRES: A.F.N., Ltd., 400, London Road, Isleworth, Middx. *EXTRAS:* Front luggage rack, £1 8s 6d; luggage bag, £3 3s; rear carrier, £2 10s; windscreens from £4 18s 6d; many other fittings—full list from concessionaires.									
MOTOBÉCANE	P150 Mobyscooter	144 c.c. 59 x 54mm t.s.	M	5.47 8.39 13.07	1½g —	PF PA	3.50 x 10	3.50 x 10	216	149 19 6
	CONCESSIONAIRES: Motor Imports Co., Ltd., 158 Stockwell Road, London, S.W.9. *EXTRAS:* Front carrier, £2 5s; rear carrier, £5.									
N.S.U.	Prima III KL.	148 c.c. 57 x 58mm t.s.	C	Not available	2½g —	PF PA	3.50 x 8	3.50 x 8	289	169 18 6
	Prima D.	148 c.c. 57 x 58mm t.s.	C	4.95 7.25 14.66	1½g —	PF PA	4.00 x 8	4.00 x 8	263	201 3 2
	Five-Star Prima	174 c.c. 62 x 58mm t.s.	C	4.86 6.64 9.06 13.46	2½g —	PF PA	3.50 x 10	3.50 x 10	280	239 14 3
	CONCESSIONAIRES: N.S.U. (Gt. Britain), Ltd., 7, Chesterfield Gardens, London, W.1. *EXTRAS:* Windscreens, from £5 5s; pannier equipment inclusive of bags, £5 17s 6d; rear carrier, £6 11s 9d; front pannier bag, £2 2s; seat cover, 10s 6d; spare wheel cover, 15s 6d.									
PANTHER	Princess	173 c.c. 53 x 63.5mm t.s.	M	Three (not specified)	2½g —	PA PA	4.00 x 10	4.00 x 10	255	164 19 8
	MANUFACTURERS: Phelon and Moore, Ltd., P.O. Box 14, Cleckheaton, Yorkshire. *EXTRAS:* Siba Dynastart, £11 17s.									
PEUGEOT	157B	147 c.c. 60 x 56mm t.s.	M	5.23 7.85 13.9	1½g —	TL PA	4.00 x 8	4.00 x 8	230	183 15 0
	157C	147 c.c. 60 x 56mm t.s.	M	5.55 8.3 14.7	1½g —	TL PA	3.50 x 10	3.50 x 10	230	183 15 0
	CONCESSIONAIRES: Scooter Concessionaires (Sales and Service), Ltd., 7, Hanover Court Yard, Hanover Street, London, W.1. *EXTRAS:* Front luggage carrier, £2 18s 6d; windscreen, £5 18s 6d.									
PHOENIX	Standard 150	147 c.c. 55 x 62mm t.s.	M	4.8 6.5 12.3	2g —	PA PF	3.50 x 8	3.50 x 8	193	149 14 0
	De Luxe 150	147 c.c. 55 x 62mm t.s.	M	4.8 6.5 12.3	2g —	PA PF	3.50 x 8	3.50 x 8	195	167 9 6
	S150	148 c.c. 57 x 58mm t.s.	C	4.8 6.5 12.3	2g —	PA PF	3.50 x 8	3.50 x 8	215	179 12 10
	S200	197 c.c. 59 x 72mm t.s.	C	4.6 5.9 8.2 13.6	2g —	PA PF	3.50 x 8	3.50 x 8	225	189 13 7
	T250	249 c.c. 50 x 63.5mm t.s. twin	C	4.8 6.3 9.0 14.5	2½g —	PA VF	3.50 x 10	3.50 x 10	275	229 17 0
	T325	324 c.c. 63.5 x 63.5mm t.s. twin	C	Four (not specified)	2½g —	PA PF	3.50 x 10	3.50 x 10	280	237 0 6
	MANUFACTURERS: H.B. Engineering Co., Newton Road, London, N.15. *EXTRAS:* Luggage carriers from £2 7s 6d; windscreen, £4 19s 6d; seat cover, 17s. On all models fitted with 8in-diameter wheels, 10in diameter are available at extra charge.									
PRIOR	125R	123 c.c. t.s.	M	Not available	2g —	PA PF	3.50 x 10	3.50 x 10	—	—
	200R	191 c.c. 65 x 58mm t.s.	M	4.43 6.39 9.5 18.66s	2½g —	PA PF	3.50 x 10	3.50 x 10	317	224 11 0
	CONCESSIONAIRES: B.P. Scooters, No. 10, Building, The Airport, Wolverhampton. *EXTRAS:* Spare wheel and fittings, £6 10s; luggage carrier, £5 10s; windscreens, from £5 10s; footboard extensions, £2 9s.									

Make	Model	Capacity, Bore, Stroke and Type of Engine	Ign.	Gear Ratios	Capacity Fuel Oil	Susp. F R	Size of Tyres Front	Size of Tyres Rear	Wt. lb	Price £ s d
PUCH	RLA 125	121 c.c. 52 x 57mm t.s.	M	6.6 11.6 20.4	1½g —	T PF	3.25 x 12	3.25 x 12	167	155 10 0
	SR 150 Alpine	147 c.c. 57 x 57mm t.s.	M	6.5 11.5 20.5	1½g —	T PF	3.25 x 12	3.25 x 12	220	167 10 0
	SRA 150 Alpine	147 c.c. 57 x 57mm t.s.	C	6.5 11.5 20.5	1½g —	T PF	3.25 x 12	3.25 x 12	250	177 10 0
	CONCESSIONAIRES: Ryders Autoservice, Knowsley Road, Liverpool, 20. *EXTRAS:* Dual-seat on SR models, £5; windscreen, £5 5s; luggage carrier, £3 10s; sparewheel, £8 5s.									
RUHI	Little Ant	125 c.c. 42 x 45mm t.s. twin	M	Three (not specified)	1½g —	LL PA	4.00 x 8	4.00 x 8	180	173 19 9
	Little Ant "E"	125 c.c. 42 x 45mm t.s. twin	M	Three (not specified)	1½g —	LL PA	4.00 x 8	4.00 x 8	160	156 9 8
	Tipo Sport	125 c.c. 42 x 45mm t.s. twin	M	Three (not specified)	1½g —	LL PA	4.00 x 8	4.00 x 8	180	196 11 11
	CONCESSIONAIRES: Scooters and Vehicles Concessionaires, Ltd., 149, High Street, London, N.W.10. *EXTRAS:* Windscreens, from £6; carriers, from £3 5s; pillion footrests, from £2 0s 6d; spare wheel, £4 15s 6d; many other fittings—full list from concessionaires.									
SUN	Geni	98 c.c. 47 x 57mm t.s.	M	8.45 13.0	1½g —	LL PF	2.50 x 15	2.50 x 15	160	120 0 0
	Wasp	148 c.c. 55 x 62mm t.s.	C	Three (not specified)	2g —	PF PF	3.50 x 10	3.50 x 10	—	181 19 6
	MANUFACTURERS: The Sun Cycle and Fittings Co., Ltd., Aston Brook Street, Birmingham, 6. *EXTRAS:* For Geni, windscreen, £3 18s 6d; speedometer, £3 10s; holdall, £1 7s 6d; carrier, £1 10s; basket, £1 15s.									
TERROT	VMS3	125 c.c. 53.5 x 55mm t.s.	M	4.83 7.27 11.38	2g —	PA PA	3.50 x 8	3.50 x 8	200	124 15 0
	VMS3 de Luxe	125 c.c. 53.5 x 55mm t.s.	M	4.83 7.27 11.38	2g —	PA PA	3.50 x 8	3.50 x 8	220	130 19 9
	CONCESSIONAIRES: Phelon and Moore, Ltd., P.O. Box 14, Cleckheaton, Yorkshire. *EXTRAS:* Windscreen, £5 5s; luggage carrier and pannier frames, £5 15s; pannier bags, £3 4s. Specification for VMS3 de Luxe includes spare wheel, pillion seat and footrests, and rectifier-battery lighting.									
TRIUMPH	Tigress (TS1)	174 c.c. 61.5 x 58mm t.s.	M	4.55 5.8 9.1 13.6	1½g —	T PA	3.50 x 10	3.50 x 10	220	164 19 8
	Tigress (TW2)	249 c.c. 56 x 50.6mm o.h.v. twin	C	4.0 5.2 8.0 12.0	1½g 2½pt	T PA	3.50 x 10	3.50 x 10	240	187 2 6
	Tigress (TW2/S)	249 c.c. 56 x 50.6mm o.h.v. twin	C	4.0 5.2 8.0 12.0	1½g 2½pt	T PA	3.50 x 10	3.50 x 10	250	200 17 0
	MANUFACTURERS: Triumph Engineering Co., Ltd., Scooter Division, Waverley Works, Birmingham, 10. *EXTRAS:* Details to be announced.									
VESPA	Standard	124 c.c. 54 x 53mm t.s.	M	4.85 7.86 12.2	1½g —	TL PA	3.50 x 8	3.50 x 8	195	125 0 0
	Clubman	145 c.c. 57 x 57mm t.s.	M	4.85 7.86 12.2	1½g —	TL PA	3.50 x 8	3.50 x 8	200	165 19 11
	Gran Sport	145 c.c. 57 x 57mm t.s.	M	5.84 7.61 10.28 14.72	2g —	TL PA	3.50 x 10	3.50 x 10	230	194 17 1
	MANUFACTURERS: Vespa (Sales and Service), Ltd., Kingswood, Bristol. *EXTRAS:* Rectifier-battery lighting on Standard, £3 5s 4d. Various windscreens, from £4 11s; luggage carriers, from £2 5s; mirrors from 6s; auxiliary fuel tanks, from £3 15s; pillion footrests, from £1 8s; wheel discs, from 15s; many other fittings available—full list from manufacturers.									
ZÜNDAPP	Bella 154	148 c.c. 57 x 58mm t.s.	C	Four (not specified)	1½g —	PF PF	3.50 x 12	3.50 x 12	302	187 2 6
	Bella 204	199 c.c. 64 x 62mm t.s.	C	Four (not specified)	1½g —	PF PF	3.50 x 12	3.50 x 12	322	205 16 9
	CONCESSIONAIRES: Ambassador Motor Cycles, Ltd., Pontiac Works, Fernbank Road, Ascot, Berks.									

Mopeds and other under-50 c.c. machines

A.J.W.

TWO-STROKE 48 c.c. (38 × 42mm) engine in unit with three-speed gear box; flywheel magneto supplies ignition and direct lighting; telescopic front fork; pivoted-fork rear suspension; tyre size—2.00 × 19in; weight, 112 lb. (Price includes speedometer.) *Manufacturers:* A.J.W. Motor Cycles, Pilford Heath, Wimborne, Dorset.

48 c.c. Fox Cub £89 16s 5d

BERINI

ENGINE—two-stroke 49 c.c. (40 × 38mm) Berini for M21 and M22 models; two-stroke 32 c.c. (36 × 38mm) Berini for M13; Encarwi carburettor; single-speed chain drive for M21 and M22, single-speed roller drive for M13; Wipac ignition and lighting; telescopic front fork and unsprung rear wheel on M21 and M22; unsprung front and rear wheel on M13; tyre sizes—2.00 × 24in, M21; 2.00 × 23in, M22; 1.50 × 23in, M13; 3.75in-diameter brakes; weight—M21 88 lb; M22 90 lb; M13 80 lb. *Extras:* Speedometer, £2 13s 4d; leg-shields, £2 2s 6d. *Concessionaires:* Garrys, Ltd., 77, Uxbridge Road, Ealing, London, W.5.

49 c.c. M21 £55 13s 0d
49 c.c. M22 £59 17s 0d
32 c.c. M13 £36 15s 0d

BINETTA

SACHS 47 c.c. (38 × 42mm) two-stroke in unit with two-speed gear box; Bing carburettor; Bosch ignition and lighting; trailing-link front fork; pivoted-fork rear suspension; tyre size—2.25 × 23in; 4in-diameter brakes; weight 108 lb. *Extras:* Windscreen, £6 6s; leg-shields, £2 14s 6d. *Concessionaires:* Stuart and Payne Ltd., 4, Broad Street Place, London, E.C.2.

47 c.c. Super Sports Mk. III £85 1s 0d
With three-speed gear box £89 5s 0d

BOWN

TWO-STROKE 47 c.c. (38 × 42mm) Sachs engine in unit with two-speed gear box; Bing carburettor; Bosch ignition and lighting; trailing-link front fork; unsprung rear wheel (plunger type on de Luxe); tyre size—2.00 × 23in; 4in-diameter brakes; weight 90 lb. *Manufacturers:* The Aberdale Cycle Co., Ltd., Bridport Road, London, N.18.

47 c.c. Standard £72 9s 0d
47 c.c. de Luxe £75 12s 0d

Abbreviations: *c.c.—cubic centimetres; mm—millimetres; in—inches; lb—pounds. All prices include British purchase tax where applicable; in some cases tax is not charged if extras are bought separately.*

CENTRO

H.M.W. 49 c.c. (38 × 44mm) two-stroke engine in unit with two-speed gear box; Dellorto carburettor; Bosch ignition and lighting; trailing-link front fork; pivoted-fork rear suspension; tyre size—2.00 × 23in; 4in-diameter brakes; weight, 120 lb. *Concessionaires:* Anglo South American Trading Co., Ltd., 73, Moorgate, London, E.C.2.

49 c.c. Two-seater de Luxe £92 18s 6d

CYCLEMATE

CYCLEMASTER 32 c.c. (36 × 32mm) two-stroke engine; single speed; B.E.C. carburettor; Wipac ignition and lighting; unsprung front and rear wheels; tyre size—2.00 × 26in; weight, 84 lb. *Manufacturers:* Britax (London), Ltd., Proctor Works, Chertsey Road, Byfleet, Surrey.

32 c.c. Cyclemate £44 2s 0d

DUNKLEY

FOUR-STROKE 49 c.c. (39 × 41mm) o.h.v. Dunkley engine in unit with two-speed gear box; Amal carburettor; Wico-Pacy flywheel ignition and lighting; ¾-pint oil sump capacity; telescopic front fork; unsprung rear wheel; tyre size—2.50 × 15in; 4in-diameter brakes; weight, 134 lb. *Manufacturers:* Dunkleys Products, Ltd., National Works, Bath Road, Hounslow, Middx.

49 c.c. Popular Scooter £77 11s 1d

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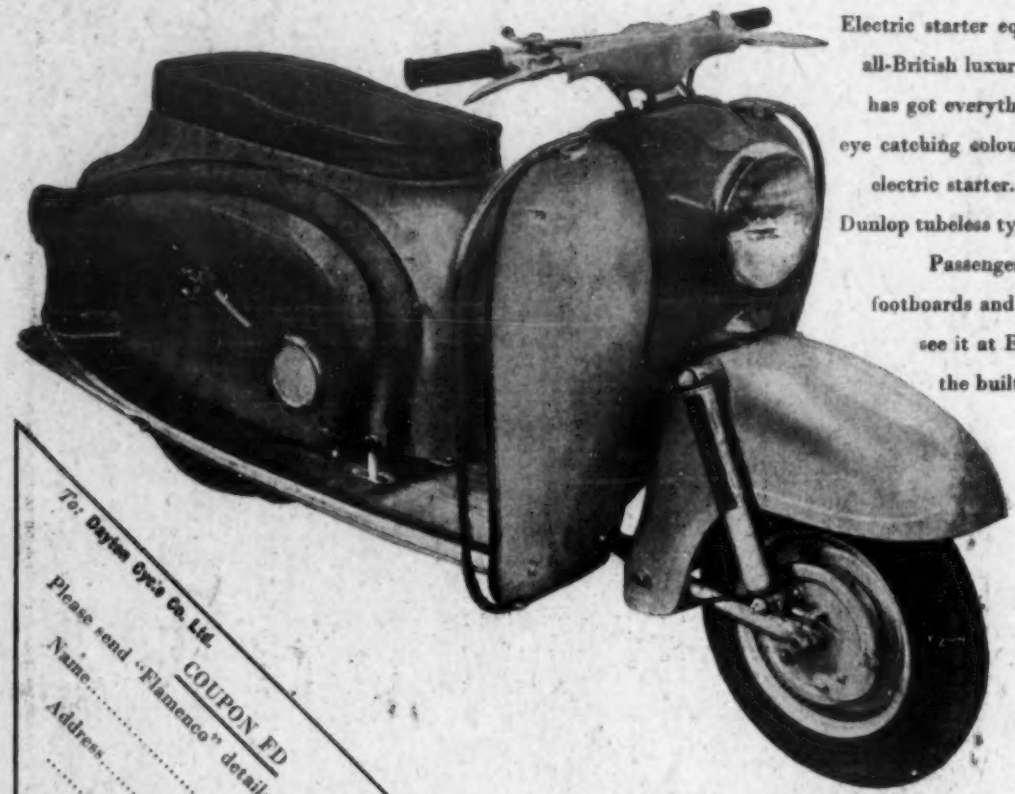

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DOT-VIVI

TWO-STROKE Victoria 48 c.c. (38 × 42mm) engine in unit with two-speed gear box, except on the Three Speed Racer; Bing carburettor; Bosch or Marelli ignition and lighting; leading-link front fork (Three Speed Racer has telescopic fork); pivoted-fork rear suspension; tyre size—2.00 × 23in except on Scooterette which has 2.25 × 23in; 4in-diameter brakes; weight—Moped, 88 lb, Vivi Racer, 92 lb, Scooterette, 95 lb, Three Speed Racer, 94 lb. *Extras:* Speedometer for all models, £2 18s 6d. For Moped only—windscreen, £3 3s 0d; legshields, £3 10s 6d; rear carrier, 17s 6d. *Concessionaires:* Dot Cycle and Motor Manufacturing Co., Ltd., Arundel Street, Manchester, 15.

48 c.c. Moped	£72 9s 0d
48 c.c. Vivi Racer	£82 19s 0d
48 c.c. Scooterette	£88 4s 0d
48 c.c. Three Speed Racer	£89 5s 0d

DÜRKOPP

TWO-STROKE Dürkopp 48 c.c. (34 × 43mm) engine in unit with three-speed gear box; Bing carburettor; Noris ignition and lighting; leading-link front fork; pivoted-fork rear suspension; tyre size—2.00 × 22in; 3½in-diameter brakes; weight 101 lb. *Concessionaires:* Diana Concessionaires (Scooters), Ltd., 61, Ickenham Close, Ruislip, Middlesex.

48 c.c. Dianette	£85 1s 3d

EXPRESS

ENGINE—Express 49 c.c. (42 × 36mm) two-stroke in unit with two-speed gear box; Pallas carburettor; Noris ignition and lighting; trailing-link front fork; pivoted-fork rear suspension; tyre size—2.25 × 23in; 4in-diameter brakes; weight 113 lb. *Extras:* Windscreen, £3 5s; legshields £3 9s 6d. *Concessionaires:* Stuart and Payne, Ltd., 4, Broad Street Place, London, E.C.2.

49 c.c. Radexi Luxus	£87 3s 0d

FLANDRIA

CLAEYS 49 c.c. (40 × 39.5mm) two-stroke engine in unit with two-speed gear box; Encarwi carburettor; Bosch ignition; Phillips lighting; trailing-link front fork; pivoted-fork rear suspension; tyre size—2.25 × 23in; 3½in-diameter brakes; weight 165 lb. *Extras:* Windscreen, £4 15s. *Concessionaires:* Lectrix, 227, High Street, Orpington, Kent.

49 c.c. Majestic	£85 1s 0d

H.M.W.

TWO-STROKE 50 c.c. (38 × 44mm) H.M.W. engine in unit with two-speed gear box (Supersport is available with three-speed gear box); Dellorto carburettor; Bosch ignition and lighting; telescopic front fork on Supersport, leading-link front fork on Luxus; pivoted-fork rear suspension; tyre size—2.25 × 23in; 4in-diameter brakes; weights—Supersport 117 lb, Luxus 90 lb. *Concessionaires:* Motor Imports Co., Ltd., 158, Stockwell Road, London, S.W.9.

50 c.c. Supersport	£89 19s 6d
With three-speed gear box	£94 19s 4d
50 c.c. Luxus	£79 19s 1d

ITOM

ENGINE—two-stroke 50 c.c. (40 × 39.5mm) Itom in unit with three-speed gear box, except on Esperia (two-speed) and Junior (single-speed). Dellorto carburettor; Dansi ignition and lighting; telescopic front fork and pivoted fork rear suspension, except on Astor Competition and Esperia which have bottom-link front forks and Junior has plunger rear suspension; tyre sizes—2.00 × 24in on Astor Sports and Competition; 2.00 × 22in on Astor Super Sports and Esperia; 2.00 × 26in on Junior; weight, 96 lb. *Extras:* Speedometer for Astor Sports and Esperia, £2 17s 6d; headlamp fairing for Astor Sports and Super Sports, £1 16s 0d; legshields for Astor Sports and Super Sports, £2 5s 0d, for Esperia, £1 19s 6d; parcel carrier for Astor Sports and Super Sports, £2 17s 6d. *Concessionaires:* Adimar, 41, Clapham Road, London, S.W.9.

50 c.c. Astor Sports	£89 18s 0d
50 c.c. Astor Super Sports	£99 4s 0d
50 c.c. Astor Competition	£124 0s 0d
50 c.c. Esperia	£71 8s 0d
50 c.c. Junior	not available

JOYBIKE

TROJAN 49 c.c. (38 × 44mm) two-stroke engine in unit with two-speed gear box on Scooterette, single-speed on Moped; Amal carburettor; Wipac ignition; Miller lighting; telescopic front fork and unsprung rear wheel on Scooterette, unsprung front and rear wheels on Moped; tyre size—2.00 × 23in; 4in-diameter brake on Scooterette, 3½in on Moped; weights—Moped, 65 lb, Scooterette, 75 lb. *Extras:* 75 c.c. engine for either model, £3. *Manufacturers:* H. V. Powell (Cycles), Ltd., 96-98, Birchfield Road, Birmingham, 19.

49 c.c. Scooterette	£65 0s 0d
49 c.c. Moped	£48 15s 0d

KREIDLER

TWO-STROKE 49 c.c. (38 × 44mm) Kreidler engine in unit with two-speed gear box; Pallas carburettor; Siba ignition and lighting; leading-link front fork; pivoted-fork rear suspension; tyre size—2.00 × 23in; 4in-diameter brakes; weight, 88 lb. *Concessionaires:* Motor Imports Co., Ltd., 158, Stockwell Road, London, S.W.9.

49 c.c. J51/1	£69 19s 6d

LAMBRETTA

ENGINE—two-stroke 48 c.c. (40 × 38mm) Lambretta in unit with two-speed gear box; Dellorto carburettor; Marelli ignition; Frisan lighting; leading-link front fork; pivoted-fork rear suspension; tyres size—2.00 × 22in; 4in-diameter brakes; weight, 97 lb. *Extras:* Speedometer, £2 18s 6d; legshields, £4 4s. *Concessionaires:* Lambretta Concessionaires, Ltd., Beverley Works, Kingston By-pass, London, S.W.20.

48 c.c. Moped	£71 17s 6d

LEOPARD

SACHS 47 c.c. (38 × 42mm) two-stroke engine in unit with gear box; Bing carburettor; Bosch ignition and lighting; trailing-link front fork on B5; telescopic front fork on B6; pivoted-fork rear suspension; tyre size—2.00 × 23in on B5, 2.25 × 23 on B6; 3½in-diameter brakes. *Concessionaires:* Cabin Scooter (Assemblies), Ltd., 80, George St., London, W.1.

47 c.c. B5 two-speed	£78 4s 0d
47 c.c. B5 three-speed	£84 8s 2d
47 c.c. B6 two-speed	£84 8s 2d
With dual-seat	£86 17s 10d
47 c.c. B6 three-speed	£86 17s 10d
With dual-seat	£90 12s 2d

MASERATI

TWO-STROKE Maserati engine 49 c.c. (40 × 39.5mm) in unit with three-speed gear box; Dellorto carburettor; Marelli ignition and lighting; telescopic front fork; pivoted-fork rear springing; tyre size—2.00 × 22in; 4in-diameter brakes; weight 108 lb. *Concessionaires:* G Nannucci, 8, Windmill Street, London, W.1.

49 c.c. 50/T2/U	£94 16s 3d
49 c.c. 50/T2/33	£112 5s 0d

MOBYLETTE

ENGINE—two-stroke 49 c.c. (39 × 41.75mm) Motobécane; single-speed gearing on Standard, de Luxe and Super de Luxe; automatic, variable gear on Mobymatic; Gurtner carburettor; Novi ignition and lighting; unsprung front fork on Standard and de Luxe, telescopic front fork on Super de Luxe and Mobymatic; unsprung rear wheel on Standard, de Luxe and Super de Luxe and plunger rear suspension on Mobymatic; tyre size—2.00 × 24in on Standard and de Luxe, 2.00 × 23in on Super de Luxe and Mobymatic 3½in-diameter brakes; weights—Standard, 65lb, de Luxe, 77 lb, Super de Luxe, 82 lb, Mobymatic, 88 lb. *Extras:* Lucia speedometer, £2 2s 6d; Smiths speedometer, £2 9s 6d; windscreen, £2 7s 9d; panniers, £2 12s 6d; legshields, £1 8s (two sections), £3 5s 6d (one-piece), £3 10s (one-piece for Mobymatic); electric horn 10s 6d. *Concessionaires:* Motor Imports Co., Ltd., 158, Stockwell Road, London, S.W.9.

Standard 49 c.c.	£45 19s 6d
de Luxe 49 c.c	£52 19s 6d
Super de Luxe 49 c.c.	£59 19s 6d
Mobymatic 49 c.c.	£69 19s 6d

MOSQUITO

TWO-STROKE 49 c.c. (38 × 44mm) Mosquito engine in unit with three-speed gear box; Dellorto carburettor; Mosquito flywheel-magneto ignition and lighting; leading-link front fork; pivoted-fork rear suspension; tyre size—1.75 × 24in; 4-in diameter brakes; weight, 95 lb. *Concessionaires:* Mosquito Motors, Ltd., Moorfields, Liverpool 2.

Mosquito 515 49 c.c.	£89 18s 0d

MV AGUSTA

ENGINE—two-stroke 48 c.c. (38 × 42mm) MV Agusta in unit with three-speed gear box; Dellorto carburettor; C.E.V. ignition and lighting; leading-link front fork; plunger rear suspension; tyre size—2.25 × 20in; 4in-diameter brakes; weight, 95 lb. *Concessionaires:* MV Distributors, Ltd., Regent House, 235-241, Regent Street, London, W.1.

48 c.c. Ciclomotore	£87 2s 8d

NORMAN

VILLIERS 50 c.c. (40 × 39.7mm) two-stroke engine in unit with two-speed gear box; Villiers carburettor; Villiers flywheel magneto with direct lighting; leading-link front fork; plunger rear suspension on Nippy and pivoted-fork rear suspension on Lido; tyre size—2.00 × 23in on Nippy, 2.25 × 23in on Lido; 4½in-diameter brakes; weights—Nippy, 110 lb, Lido, 121 lb. *Manufacturers:* Norman Cycles, Ltd., Beaver Road, Ashford, Kent.

50 c.c. Nippy	£65	2s	0d
50 c.c. Lido	£74	11s	0d

N.S.U.

TWO-STROKE 49 c.c. (40 × 39mm) N.S.U. engine in unit with two-speed gear box; Bing carburettor; Bosch ignition and lighting; leading-link front fork, except on Cavallino which has telescopic fork; pivoted-fork rear suspension except on Quickly Standard which has unsprung rear wheel; tyre size—2.00 × 26in, except on Cavallino which has 2.25 × 23in; 4½in-diameter brakes; weights—Standard, 73 lb, de Luxe, 88 lb, Super, 94 lb, Cavallino, 96½ lb. *Extras:* Rear carrier bags, £3 3s; legshields, £6 7s 6d; speedometer, £2 17s 6d; windscreen, £3 3s; saddle cover, 10s 6d; machine cover, £1 7s 6d; prop stand, £1 1s 3d; touch-up paint pencil, 4s 9d. *Concessionaires:* N.S.U. (Great Britain), Ltd., 7, Chesterfield Gardens, London, W.1.

49 c.c. Standard Quickly—N	£66	1s	7d
49 c.c. de Luxe Quickly—S	£74	3s	4d
49 c.c. Quickly L Super	£85	7s	5d
49 c.c. Quickly Cavallino	£99	19s	11d

PEUGEOT

TWO-STROKE 49 c.c. (40 × 39mm) Peugeot engine with centrifugal clutch; Gurtner carburettor; ABG ignition and lighting; telescopic front fork; pivoted-fork rear suspension; tyre size—2.00 × 23in; 4in-diameter brakes; weight, 88 lb. *Concessionaires:* Scooter Concessionaires (Sales and Service), Ltd., 7, Hanover Court Yard, Hanover Street, London, W.1.

BB Centri 49 c.c.	£67	10s	0d

PHILLIPS

REX 49 c.c. (40 × 39.5mm) two-stroke engine; single-speed or two-speed; Pallas carburettor; Bosch ignition and lighting; telescopic front fork; unsprung rear wheel; tyre size—2.00 × 23in; 4in-diameter brakes weight, 96 lb. *Extras:* Speedometer, £2 2s. *Manufacturers:* Phillips Cycles, Ltd., Birmingham, 40.

49 c.c. Panda	£55	2s	6d
49 c.c. Gadabout (two-speed)	£72	9s	0d

PRIOR

SACHS 47 c.c. (38 × 42mm) two-stroke engine in unit with two-speed gear box, except on 218 Sports which has three speeds; Bing carburettor; Bosch ignition and lighting; trailing-link front fork; pivoted-fork rear suspension; tyre size—2.25 × 23in except on 217 which has 2.00 × 23in; 4in-diameter brakes; weights—217, 95 lb, 218 Sports, 110 lb, 218 Sports three-speed, 112 lb, 219, 110 lb. *Concessionaires:* B.P. Scooters, No. 10 Building, The Airport, Wolverhampton.

47 c.c. 217	£85	0s	0d
47 c.c. 218 Sports	£96	9s	0d
With three-speed gear	£99	19s	6d
47 c.c. 219	£91	15s	3d

PUCH

TWO-STROKE Puch 50 c.c. (38 × 43mm) engine in unit with two-speed gear box; Bing carburettor; Bosch ignition and lighting; telescopic front fork; pivoted-fork rear suspension; tyre size—2.25 × 23in; 4in-diameter brakes; weight, 90 lb. *Extras:* Windscreen, £4 4s. *Concessionaires:* Ryders Autoservice, 215, Knowsley Road, Liverpool, 20.

Scooterette 50 c.c.	£99	10s	0d

RALEIGH

STURMEY-ARCHER 49 c.c. (38 × 44mm) two-stroke engine; single-speed; Amal carburettor; Lucas flywheel magneto with direct lighting; unsprung front and rear wheels; tyre size—2.00 × 26in; 3½in-diameter brakes; weight, 84 lb. *Manufacturers:* Raleigh Industries, Ltd., Lenton Boulevard, Nottingham.

49 c.c. Moped	£48	6s	0d

TALBOT

TROJAN 49 c.c. (38 × 44mm) two-stroke in unit with two-speed gear box; Amal carburettor; Wipac ignition; Miller lighting; girder front fork, unsprung rear wheel; tyre size—1.75 × 26in; rear brake 4in-diameter (rim brake on front wheel); weight, 90 lb. *Manufacturers:* H. J. Talbot and Son, 7, Central Hill, London, S.E.19.

49 c.c. Moped	£59	10s	4d

Cyclemotors

CYCLEMASTER

TWO-STROKE 32 c.c. (36 × 32mm) Cyclemaster engine-wheel unit; single speed; chain drive; B.E.C. carburettor; Wipac ignition and lighting; weight, 34 lb. *Manufacturers:* Britax (London), Ltd., Proctor Works, Chertsey Road, Byfleet, Surrey.

32 c.c. engine-wheel unit	£30	9s	0d

ITOM

SINGLE-SPEED Itom two-stroke 48 c.c. (39 × 40mm) unit for mounting below bottom bracket; roller drive to rear wheel; Dellorto carburettor; Dansi ignition and lighting; weight, 19 lb *Concessionaires:* Adimar, 61, Clapham Road, London, S.W.9.

48 c.c. Tourist power unit	£29	8s	0d

MOSQUITO

TWO-STROKE 38 c.c. (35 × 40mm) and 49 c.c. (40 × 39mm) Mosquito engines for mounting below bracket; single speed; roller drive to rear wheel; 49 c.c. Centrimatic unit has automatic centrifugal clutch; Dellorto carburettor; Mosquito ignition and lighting; weight—38B (49 c.c.) unit, 24 lb; 49 c.c. Centrimatic unit, 29 lb; 38 c.c. unit, 17½lb. *Concessionaires:* Mosquito Motors, Ltd., Moorfields, Liverpool, 2.

38 c.c. power unit	£31	10s	0d
49 c.c. 38B power unit	£36	10s	0d
49 c.c. Centrimatic unit	£39	10s	0d

POWER PAK

ENGINE—49 c.c. (39 × 42mm) Power Pak two stroke for mounting over rear wheel; single-speed; Synchromatic unit has throttle-operated clutch; Amal carburettor; Wipac flywheel magneto with direct lighting. *Manufacturers:* Power Pak Engineering Co., Ltd., 162, Queensway, London, W.2.

49 c.c. Standard	£28	7s	10d
49 c.c. Synchromatic	£33	11s	0d

TEAGLE

TWO-STROKE 49 c.c. (40 × 40mm) Teagle engine for mounting over rear wheel; single-speed; roller drive; Amal carburettor; Wipac flywheel magneto with direct lighting; weight, 16 lb. *Manufacturers:* W. T. Teagle (Machinery), Ltd., Blackwater, Truro, Cornwall.

49 c.c. Model C	£19	12s	11d

VINCENT

FIREFLY two-stroke 48 c.c. (38 × 42mm) engine for mounting below bottom bracket; single speed; roller drive to rear wheel; Amal carburettor; Miller ignition and lighting; weight, 23½ lb. *Manufacturers:* Vincent Engineers (Stevenage), Ltd., Great North Road, Stevenage, Herts.

48 c.c. Firefly power unit	£26	15s	2d

VICTORIA

TWO-STROKE 47 c.c. (38 × 42mm) Victoria engine in unit with gear box; Bing carburettor; Romag or Noris ignition and lighting; leading-link front fork and unsprung rear wheel on Vicky IIIN; leading-link front suspension and pivoted rear fork on other models, except Luxus and Preciosa which have pivoted front and rear forks; tyre sizes—2.00 × 23in on Vicky IIIN and IVN, 2.25 × 23in on Luxus, Avanti Sports and Preciosa, 2.50 × 23in on Avanti K Sports; 3½in-diameter brakes. *Concessionaires:* Europa Imports, Ltd., 183a, Oxford Road, Reading, Berks.

47 cc Vicky IIIN (two speed)	£73	19s	4d
47 c.c. Vicky IVN (two speed)	£78	15s	0d
47 c.c. Vicky IVN (three speed)	£83	14s	0d
47 c.c. Luxus (three speed)	£86	9s	9d
47 c.c. Avanti Sports (three-speed)	£96	14s	5d
47 c.c. Avanti K Sports (three-speed)	£101	13s	7d
47 c.c. Preciosa (three-speed)	£104	3s	3d

ZÜNDAPP

ENGINE—two-stroke 50 c.c. (39 × 41.8mm) Zündapp built in unit with two-speed gear box; Bing carburettor; Noris ignition and lighting; leading-link front fork; pivoted-fork rear suspension; tyre size—2.25 × 23in; 3½in-diameter brakes; weight, 116 lb. *Concessionaires:* Ambassador Motor Cycles, Ltd., Pontiac Works, Fernbank Road, Ascot, Berks.

50 c.c. Combinette	£84	16s	8d

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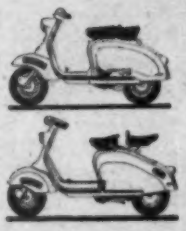

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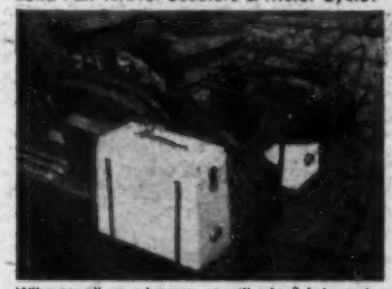

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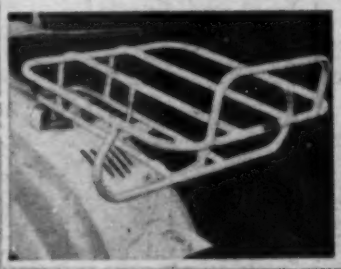

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Aston Auto Motors, 175-177, Aston Road.
Phone: Aston Cross 2201-2202

LONDON, E.17
Hoe Street Garage Ltd., 414-418, Hoe St. Walthamstow.
Phone: Coppermill 1710

SHEFFIELD
Dan Bradbury (Motor Cycles) Ltd. 204-206, London Road.
Phone: 55446/7/8

D.K.R.

BIRMINGHAM, 6
Aston Auto Motors, 175-177, Aston Road.
Phone: Aston Cross 2201-2202

BRISTOL, 6
S. J. Fair Motors Ltd., 281-3, Cheltenham Road.
Phone: 46238

BROMLEY, Kent
Johnson & Brown, 198-272, High Street.
Phone: Ravensbourne 7715

ILKESTON, Derbys
Ray Gamble, Pelham Street.
Phone: Ilkeston 873

NORWICH
Pointer Motor Co. Ltd., Aylsham Road.
Phone: Norwich 45054

PARKSTONE, Dorset
Bob Foster, 472, Ashley Road, Poole.
Phone: Parkstone 3000

PRESTON, Lancs
Lonhams Garages Ltd. Chorley Street.
Phone: Preston 4242

SHEFFIELD
Dan Bradbury (Motor Cycles) Ltd. 204-206 London Road.
Phone: 55446/7/8

D.K.W.

LONDON N.W.10
Alec Jackson Motor Export Ltd. 1000, Harrow Rd. Kensal Green.
Phone: LADbroke 3799

OXFORD
Temple's, 38, Park End Street.
Phone: Oxford 47498

PARKSTONE, Dorset
Bob Foster, 470 Ashley Road, Poole.
Phone: Parkstone 3000

DOUGLAS VESPA

ABERDEEN
George Cheyne (Cycles) Ltd. 117 & 147, Holburn Street.
Phone: 30341

ASHFORD, Kent
C. Hayward & Son Ltd., 90-92, New Street.
Phone: 324-5-6

BANSTEAD
Prospect Garage (Banstead) Ltd., Brighton Road.
Phone: Burgh Heath 2050-3

BARRY
Vincents (Garages) Ltd. St. Athan.
Phone: St. Athan 119

BEXHILL-ON-SEA
F. & R. Clark, 74, London Road.
Phone: Bexhill 983

BIGGLESWADE, Beds
Bryants, 49, 67 & 72, 74, Shortmead St.
Phone: Biggleswade 3109

BIRMINGHAM, 1
Colmore Depot Ltd., 48-49 John Bright Street.
Phone: Midland 4977

BISHOP'S STORTFORD
W. Scurlock, North Street.
Phone: Bishop's Stortford 1897

BRISTOL, 6
Jim Whalley Ltd., 196, Cheltenham Road.
Phone: 44510

CHATHAM
Grays of Chatham Ltd. 5-10, High Street.
Phone: Chatham 44960

CHIPPENHAM, Wilts
Rose and Haines Ltd., Gaunsway.
Phone: Chippenham 2115

CORSHAM, Wilts
H. U. Holoway & Son, 16, High Street.
Phone: Corsham 3206

GODALMING
G. D. Brown, 18, Meadrow.
Phone: Godalming 419

ILKESTON, Derbys
Ray Gamble, Pelham Street.
Phone: Ilkeston 873

LINCOLN
Watts (Lincoln) Ltd., 116, High Street.
Phone: Lincoln 21292

LIVERPOOL
The "Bee" Cycle & Motor Co., Ltd., 17-19, Renshaw Street.
Phone: Royal 6278

LONDON, W.4
E. S. Motors, 215, High Road, Chiswick.
Phone: Chiswick 2246

LONDON, N.22
G. and P. Scooters, 285, High Road, Wood Green.
Phone: Bowes Park 4041

MORDEN, Surrey
Lada Scooters, Morden Court Parade.
Phone: Mitcham 4466/7

NORTH KENT
Ashwheels Ltd., 69, Red Hill, Dartford.
Phone: Dartford 3140

NORWICH
Pointer Motor Co. Ltd. Aylsham Road.
Phone: Norwich 45054

NOTTINGHAM
H. W. Campion & Sons Ltd. Arkwright St. and Queens Rd.
Phone: Nottingham 53444

NUNEATON
Nuneaton Motorcycle Depot, 60/61, Abbey Street.
Phone: Nuneaton 2863

RAYLEIGH, Essex
Rayleigh Motor Cycles, Ltd., 40-46, Eastwood Road.
Phone: Rayleigh 86

SEVENOAKS, Kent
Angus Motor Cycles, Station Parade.
Phone: Sevenoaks 3338

SLOUGH, Bucks
Len Jones, 240, Bath Road West.
Phone: Burnham 1097

ST. ALBANS, Herts
Clarkes Motor Depot, 104, London Road.
Phone: 183

SUTTON, Surrey
H. James' Garage (Sutton) Ltd., Cheam Road.
Phone: Vigilant 2206

TAUNTON
Stanley Shire 88, East Reach.
Phone: Taunton 2278

TOTTENHAM, N.17
Liddemore Motors Ltd., 700, 708 & 710, High Road.
Phone: Tottenham 2201-2402

TROWBRIDGE, Wilts
H. U. Holoway & Son, 38, Halford Street.
Phone: Trowbridge 3006

TRURO, Cornwall
W. H. Collins & Son, Kenwyn Mews.
Phone: Truro 2168

D.M.W.

BRISTOL, 6
S. J. Fair Motors Ltd., 281-3 Cheltenham Road.
Phone: 46238

DIANA

TROON, Ayrshire
Cooper Bros., 117-129 Templehill.
Phone: Troon 925

ISO

BRISTOL
Fowler's of Bristol, 76-108 Grosvenor Road.
Phone: 51351 & 2

LIVERPOOL
The "Bee" Cycle & Motor Co., Ltd., 17-19 Renshaw Street.
Phone: Royal 6278

LONDON, E.C.2
Stuart & Payne Ltd., 4, Broad Street Place.
Phone: LONdon Wall 5145/6

MAIDSTONE
Rider Motor Exchange, Knightrider Street.
Phone: 3863

OXFORD
Temple's, 38, Park End Street.
Phone: Oxford 47498

SCOOTER SPECIALISTS
continued

PETERSFIELD, Hants
Bert Tunnicliffe,
49-44, Dragon Street.
Phone: Petersfield 44

ST. ALBANS, Herts
Clarkes Motor Depot,
104, London Road.
Phone: 153

JAWA-CEZETA

LONDON, N.7
Sole U.K. Concessionaires,
Industria (London) Limited,
245, Holloway Rd. *North 6381/2*

LAMBRETTA

ABERDEEN
George Cheyne (Cycles) Ltd.,
117 & 147, Holburn Street.
Phone: 50341

BANSTEAD
Prospect Garage (Banstead) Ltd.,
Brighton Road.
Phone: Burgh Heath 2009-3

BASINGSTOKE, Hants
Fred G. Slade,
May Place, London Street.
Phone: Basingstoke 1326

BECKENHAM, Kent
Lilley (Beckenham) Ltd.,
102, Croydon Road.
Phone: Beckenham 0094

BELFAST
Andrews Motor Cycle Depot
Gresham Street.
Phone: 24747 & 67915

BIGGLESWADE, Beds
Bryants,
25, 27 & 78, 74, Shortmead St.
Phone: Biggleswade 3195

BIRMINGHAM, 4
Aston Auto Motors,
173-177, Aston Road.
Phone: Aston Cross 3201-3202

BOURNEMOUTH
Kenbourne Motors Ltd.,
822, Charminster Road.
Phone: Winton 1892

BRISTOL
Fowler's of Bristol,
79-100, Grosvenor Road.
Phone: 51539 & 9

BROMLEY, Kent
Johnson & Brown,
268-272, High Street.
Phone: Ravensbourne 7713

CARDIFF
Robert Bevan & Son,
29-35, Castle Street.
Phone: 27477

CHIPPENHAM, Wilts
Ross and Haines Ltd.,
Causeway.
Phone: Chippenham 2115

CORSHAM, Wilts
R. U. Holloway & Son,
16, High Street.
Phone: Corsham 3206

ENFIELD
D. J. Shepherd & Co. (Enfield) Ltd.,
9-10, Sovereign Parade.
Phone: Enfield 7716

FAKENHAM, Norfolk
R. Cocky,
Norwich Road Garage.
Phone: Fakenham 2305

HAMMERSMITH, W.6
F. Freeman (Hammersmith) Ltd.,
92, 94, 96, Hammersmith Bridge Rd.
Phone: RIVerside 2267

HAYWARDS HEATH
Stokes,
Perrins Broadway.
Phone: Haywards Heath 294

HOUNSLOW, Middx
Stanley's Motors (Est. 1922),
40-42, Lampton Road.
Phone: Hounslow 1949

KINGSBRIDGE, Devon
Wills Bros. (Motor Cycles),
Southside Garage.
Phone: Kingsbridge 2204

LINCOLN
Watts (Lincoln) Ltd.,
118, High Street.
Phone: Lincoln 21982

LIVERPOOL
The "Bee" Cycle & Motor Co. Ltd.,
17-19, Renshaw Street.
Phone: Royal 6376

LONDON, W.4
E.S. Motors,
215, High Road, Chiswick.
Phone: Chiswick 2246

LONDON, W.10
Hanrax Motors Ltd.,
288, Ladbroke Grove.
Phone: Lad 5380

LONDON, W.14
Smith & Hunter Ltd.,
276-8, Kensington High Street.
Phone: Western 2212, 6417

LONDON, E.17
Fordhams Cycles Ltd.,
24-40, Markhouse Rd., Walthamstow
Phone: Copperwell 2178

LONDON, S.E.3
Dempsey Bros.,
16, Royal Parade, Blackheath.
Phone: Lee Green 7777

LONDON, S.E.6
Dempsey Bros.,
179-184, Brownhill Rd., Catford.
Phone: Hither Green 8888

LONDON, S.E.22
Pelling Motor Cycles,
84, Lordship Lane.
Phone: Forest Hill 2514

LONDON, S.E.24
The Shed Scooter Co. Ltd.,
146, Norwood Road.
Phone: TUlse Hill 2292, 9638, 7373

LONDON, S.E.25
Gilberts Scooters (Norwood) Ltd.,
245, Selhurst Rd., South Norwood
Phone: Livingstone 5463

MAIDENHEAD, Berks
Bob White,
13, York Road.
Phone: Maidenhead 5428

MALTON
Bower's Motor Emporium,
Church Street, Norton.
Phone: Malton 170

MANCHESTER, 16
R. W. Hurst & Sons,
43, Ayres Road, Old Trafford.
Phone: Moss-side 2693

MITCHAM
Lambretta Hire Service Ltd.,
32, Monarch Parade, London Rd.
Phone: Mitcham 5141/2

NEW OLLERTON, Notts
Lewis D. Abby,
Forest Road.
Phone: New Ollerton 316

NORWICH
Pointer Motor Co. Ltd.
Aylsham Road.
Phone: Norwich 43054

NOTTINGHAM
J. K. Bradley,
Bonsmith Filling Sta., Nuthall Rd.
Phone: 75811

PORTSLADE, Sussex
Hamish Motors Ltd.,
128, Gardner Road.
Phone: Southwick 2935

PORTSMOUTH
E. W. Burnett & Sons,
Elm St. & St. James Rd., Southsea
Phone: Portsmouth 20139

PRESTON, Lancs
Lostness Garages Ltd.
Chorley Street.
Phone: Preston 4248

LAMBRETTA
CONTINUED

PURLEY, Surrey
Scooter-Mobile Ltd.,
(100%, Lambretta) 60 & 62, High St.
Phone: Uplands 3669

RAYLEIGH, Essex
Rayleigh Motor Cycles Ltd.
47-49, Eastwood Road.
Phone: Rayleigh 85

READING, Berks
Hooker & Shepherd Ltd.
151, Oxford Road.
Phone: Reading 52983

REIGATE, Surrey
Wray Park Garages Ltd.,
London Road.
Phone: Reigate 2263/4/5

ROMFORD
Romford Market Garage
116, Market Place.
Phone: Romford 46584

SHEFFIELD
Don Bradbury (Motor Cycles) Ltd.,
204/206, London Road.
Phone: 55446/7/8

SHIPLEY, Yorks
Allan Jefferies,
199, Saltaire Road.
Phone: Shipley 54271

SHREWSBURY
W. Wilkes,
Castle Foregate.
Phone: Shrewsbury 4354

SUTTON, Surrey
St. James' Garage (Sutton) Ltd.,
Cheam Road.
Phone: Vigilant 2266

TEDDINGTON, Middx
Palmers of Teddington Ltd.,
81, Stanley Road.
Phone: Molesey 1646

TENTERDEN, Kent
Karl Puch Motor Cycles,
West Cross.
Phone: 487

TROON, Ayrshire
Cooper Bros.,
117-129, Templehill.
Phone: Troon 925

TRURO, Cornwall
W. H. Collins & Son,
Kenwyn Mews.
Phone: Truro 2168

WELLING, Kent
Allen Trow Motor Cycles,
72, Upper Wickham Lane.
Phone: Welling 0943

WESTCLIFF-on-SEA
J. Austin & Sons,
202-241, London Road.
Phone: Southend 42915

WIMBLEDON, S.W.19
Lambretta Hire Service Ltd.,
221, 227 & 233, The Broadway.
Phone: Cherrycourt 2241/2/3

MAICO

LEEDS, 6
"The Nicest Cycle Centre,"
(Brudenell Motors Ltd.) 39-51,
Brudenell Rd. *Phone 59351 (3 lines)*

LONDON, S.W.7
Maico (Great Britain) Limited,
81a, Gloucester Road.
Phone: Frobisher 4519-9

SHEFFIELD
Don Bradbury (Motor Cycles) Ltd.,
204/206, London Road.
Phone: 55446/7/8

ST. ALBANS, Herts
Clarkes Motor Depot,
104, London Road.
Phone: 153

MANURHIN

ISLEWORTH, Middx
A.F.N. Ltd.,
Falcon Works, 400, London Rd.
Phone: Hounslow 0011

PORTSMOUTH
Pankhurst (Weymouth) Ltd.,
232, London Road.
Phone: Portsmouth 62378

MOBY

LONDON, S.W.9
Pride & Clarke Ltd.
188, Stockwell Road.
Phone: Brixton 6831

MOTOBECANE

ACTON TOWN, W.3
K.V.P. Motors Ltd.,
3, Central Parade.
Phone: Acorn 6005

BRADFORD, Yorks
Brook Lister,
121, Bridge Street.
Phone: 22886

N.S.U.

ABERDEEN
George Cheyne (Cycles) Ltd.
117 & 147, Holburn Street.
Phone: 50341

ACTON TOWN, W.3
K.V.P. Motors Ltd.,
3, Central Parade.
Phone: Acorn 6005

BATH
R. U. Holloway & Son
9, Burton Street.
Phone: Bath 2054/64103

BIRMINGHAM, 4
Aston Auto Motors,
173-177, Aston Road.
Phone: Aston Cross 3197/2092

BROMLEY, Kent
Johnson & Brown,
268-272, High Street.
Phone: Ravensbourne 7713

CHIPPENHAM, Wilts
Ross and Haines, Ltd.,
Causeway.
Phone: Chippenham 2115

CORSHAM, Wilts
R. U. Holloway & Son
16, High Street.
Phone: Corsham 3206

HAMMERSMITH, W.6
F. Freeman (Hammersmith) Ltd.,
92, 94, 96, Hammersmith Bridge Rd.
Phone: RIVerside 2267

HOUNSLOW, Middx
Stanley's Motors (Est. 1922),
40-42, Lampton Road.
Phone: Hounslow 1949

ICKENHAM, Middx
Stan Gilks,
5-6, Fairfield Parade.
Phone: Ruislip 3778

LONDON, W.4
E. S. Motors,
215, High Road, Chiswick.
Phone: Chiswick 2246

LONDON, N.W.1
W. H. Humphreys, Ltd.
116-122, Hampstead Road.
Phone: Euston 3398

LONDON, S.E.3
Dempsey Bros.,
16, Royal Parade, Blackheath.
Phone: Lee Green 7777

N.S.U.
CONTINUED

LONDON, S.E.6
Dempsey Bros.,
179-184, Brownhill Rd., Catford.
Phone: Hither Green 8888

NORWICH
Pointer Motor Co. Ltd.
Aylsham Road.
Phone: Norwich 43054

PETERSFIELD, Hants
Bert Tunnicliffe,
49-44 Dragon Street.
Phone: Petersfield 44

TROWBRIDGE, Wilts
E. C. Holloway & Son
82, Stallard Street.
Phone: Trowbridge 3[illegible]

SHIPLEY, Yorks
Allan Jefferies,
199 Saltaire Road.
Phone: Shipley 54271

ST. ALBANS, Herts
Clarkes Motor Depot
104, London Road.
Phone: 153

TROON, Ayrshire
Cooper Bros.,
117-129 Templehill.
Phone: Troon 925

TRURO, Cornwall
W. H. Collins & Son,
Kenwyn Mews.
Phone: Truro 2168

PARILLA

LONDON, E.17
Hoe Street Garage Ltd.,
414-418, Hoe St., Walthamstow.
Phone: Copperwell 1710

PEUGEOT

SHEFFIELD
Don Bradbury (Motor Cycles) Ltd.,
204/206, London Road.
Phone: 55446/7/8

PRIOR

BRISTOL, 6
S. J. Pair Motors Ltd.,
261-3, Cheltenham Road.
Phone: 42[illegible]

LIVERPOOL
The "Bee" Cycle & Motor Co. Ltd.,
17-19, Renshaw Street.
Phone: Royal 6371

OXFORD
Temple's,
55, Park End Street.
Phone: Oxford 4[illegible]

PROGRESS

LONDON, E.17
Hoe Street Garage Ltd.
414-418, Hoe St., Walthamstow
Phone: Copperwell 1710

PUCH

BIRMINGHAM
Ryland Cycles Ltd.,
179, Bloomsbury St., Bordesley
Phone: Aston Cross 1[illegible]

RUMI

LONDON, N.W.10
Scooters & Vehicles Concessions Ltd.,
149, High Street, Harlesden.
Phone: Elgar 3[illegible]

SCOOTER SPECIALISTS
continued

RUMI
CONTINUED

LONDON, N.W.10
J. Smith & Sons Ltd.,
130-180, High St., Harlesden.
Phone: Elgar 3747

LONDON, S.W.7
Peterham Garage Ltd.,
56, Gloucester Road.
Phone: Knightsbridge 3547

SUN

ILKESTON, Derbys
Ray Gamble,
Pelham Street.
Phone: Ilkeston 873

SEVENOAKS, Kent
Angus Motor Cycles,
Station Parade.
Phone: Sevenoaks 3326

ST. ALBANS, Herts
Clarion Motor Depot,
104, London Road.
Phone: 153

TERROT

MAIDSTONE
Rider Motor Exchange,
Knightrider Street.
Phone: 3543

TRIUMPH

PARKSTONE, Dorset
Bob Foster,
672 Ashley Road, Poole.
Phone: Parkstone 3380

MOPED SPECIALISTS

BINETTA

BRISTOL, 6
Jim Whalley Ltd.,
196 Cheltenham Road.
Phone: 44510

ENFIELD
D. J. Shepherd & Co. (Enfield) Ltd.,
9-10, Savoy Parade,
Phone: Enfield 2735

BOWN

HAYWARDS HEATH
Bowns,
Facing the Broadway.
Phone: Haywards Heath 294

TROON, Ayrshire
Cooper Bros.,
117-120, Templehill.
Phone: Troon 928

CYCLEMASTER

GRAVESEND
Roy J. Carter,
161, Parrock Street.
Phone: 7368

HERCULES

LONDON, N.W.10
Alec Jackson Motor Exports Ltd.,
1008, Harrow Rd., Kensal Green.
Phone: Ladbroke 2792

ITOM

BRADFORD, YORKS
Brook Lister,
121, Bridge Street.
Phone: 22986

LONDON, S.E.12
A. H. Tooley,
Station Garage, Burnt Ash Hill.
Phone: Lee 2574

LONDON, S.W.9
"ADMAR" Sole Concessionaires,
61 Clapham Road.
Phone: Reliance 8972

MOBYLETTE

ACTON TOWN, W.3
E.V.P. Motors Ltd.,
5, Central Parade.
Phone: Acorn 6005

BOURNEMOUTH
Kenbourne Motors Ltd.,
502, Charminster Road.
Phone: Winton 1802

BRISTOL, 6
Jim Whalley Ltd.,
196, Cheltenham Road.
Phone: 44510

BROMLEY, Kent
Johnson & Brown,
569-573, High Street.
Phone: Ravensbourne 7218

LINCOLN
Wooto (Lincoln) Ltd.,
116, High St.
Phone: Lincoln 21202

LIVERPOOL
CUNDLE'S
41 & 61, Byrom Street.
Phone: 4148

LONDON, N.W.4
H. J. Rogers,
42, Church Road, Hendon.
Phone: Sun 1180

LONDON, S.E.12
A. H. Tooley,
Station Garage, Burnt Ash Hill.
Phone: Lee 2574

LONDON, S.W.9
Pride & Clarke Ltd.,
158, Stockwell Road.
Phone: Brixton 6251

OXFORD
Temple's,
58, Park End Street.
Phone: Oxford 47496

SLOUGH, Bucks
Len Jones,
388, Bath Road West.
Phone: Burnham 1057

LAMBRETTA

ENFIELD
D. J. Shepherd & Co. (Enfield) Ltd.,
9-10, Savoy Parade.
Phone: Enfield 2735

N.S.U.

ABERDEEN
George Cheyne (Cycles) Ltd.,
117 & 147, Holburn Street.
Phone: 50341

ACTON TOWN, W.3
E.V.P. Motors Ltd.,
5, Central Parade.
Phone: Acorn 6005

BATH
H. U. Holoway & Son,
9, Barton Street.
Phone: Bath 3054/64161

CORSHAM, Wilts
H. U. Holoway & Son,
16, High Street.
Phone: Corsham 3206

ENFIELD
D. J. Shepherd & Co. (Enfield) Ltd.,
9-10, Savoy Parade.
Phone: Enfield 2735

HAMMERSMITH, W.6
F. Freeman (Hammersmith) Ltd.,
92, 94, 96, Hammersmith Bridge Rd.
Phone: RIVerside 2267

LIVERPOOL
The "Bee" Cycle & Motor Co. Ltd.,
17-19, Renshaw Street.
Phone: Bogal 6375

LONDON, N.W.1
W. E. Humphreys Ltd.,
116-128, Hampstead Road.
Phone: Euston 3326

NUNEATON
H. P. Carter Ltd.,
11, Bond Gate.
Phone: 3164

PETERSFIELD, Hants
Bert Tunnicn,
42-44, Dragon Street.
Phone: Petersfield 44

TROON, Ayrshire
Cooper Bros.,
117-120, Templehill.
Phone: Troon 928

N.S.U.
CONTINUED

TROWBRIDGE, Wilts
H. U. Holoway & Son,
68, Stafford Street.
Phone: Trowbridge 3098

NORMAN

HAMMERSMITH, W.6
F. Freeman (Hammersmith) Ltd.,
92, 94, 96, Hammersmith Bridge Rd.
Phone: RIVerside 2267

LIVERPOOL
The "Bee" Cycle & Motor Co. Ltd.,
17-19, Renshaw Street.
Phone: Bogal 6375

PHILLIPS

ENFIELD
D. J. Shepherd & Co. (Enfield) Ltd.,
9-10, Savoy Parade.
Phone: Enfield 2735

LIVERPOOL
The "Bee" Cycle & Motor Co. Ltd.,
17-19, Renshaw Street.
Phone: Bogal 6375

VICTORIA

TEDDINGTON, Middx
Palmers of Teddington Ltd.,
81, Stanley Road.
Phone: Molesey 1646

SPARES SPECIALISTS

BELLA
SCOOTER

LONDON, S.W.9
Wilkinson Motors Ltd.
154-156, Stockwell Road.
Phone: Brixton 2835

BING
CARBURETTORS

LONDON, N.7
Sole U.K. Concessionaires,
Industria (London) Limited,
948, Holloway Rd. *North 6361/2*

B.S.A.
SCOOTER

LONDON, S.W.11
Gunn Bros.,
19, Battersea Rise, Clapham Junc.
Spares: Bat 7816, Bicycles: Bat 3253

CYCLEMASTER
MOPED

BRADFORD, Yorks
Brook Lister,
121, Bridge Street.
Phone: 22986

GRAVESEND
Roy J. Carter,
161, Parrock Street.
Phone: 7368

DOUGLAS VESPA
SCOOTER

ASHFORD, Kent
C. Hayward & Son Ltd.,
30-32, New Street.
Phone: 231-2-3

SUTTON, Surrey
St. James's Garage (Sutton) Ltd.,
Cheam Road.
Phone: Vigilant 2206

TOTTENHAM, N.17
Liddamore Motors Ltd.,
706, 708 & 710, High Road.
Phone: Tottenham 5221-5467

TROWBRIDGE, Wilts
H. U. Holoway & Son,
68, Stafford Street.
Phone: Trowbridge 3098

ITOM
MOPED

BRADFORD, Yorks
Brook Lister,
121, Bridge Street.
Phone: 22986

LONDON, S.W.9
"Admar" Sole Concessionaires,
61, Clapham Road.
Phone: Reliance 8972

JAWA-CEZETA
SCOOTER

LONDON, N.7
Sole U.K. Concessionaires,
Industria (London) Limited,
948, Holloway Rd. *North 6361/2*

MAICO
SCOOTER

LEEDS, 6 "The Motor Cycle Centre" (Bradwell Motors Ltd.),
50-51, Bradwell Rd.
Phone: 59261 (3 lines)

LAMBRETTA
SCOOTER

LONDON, S.E.24
The Shed Scooter Co. Ltd.,
144, Norwood Road.
Phone: TULse Hill 5292, 9638, 7373

LONDON, W.10
Hamrax Motors Ltd.,
238, Ladbroke Grove.
Phone: Lad 5366

PURLEY, Surrey
Scooto-Mobile Ltd.,
(100% Lambretta) 40 & 42, High St.
Phone: Uplands 2836

TEDDINGTON, Middx
Palmers of Teddington Ltd.,
81, Stanley Road.
Phone: Molesey 1646

WELLING, Kent
Allan Trow Motor Cycles,
72, Upper Wickham Lane.
Phone: Woolwich 6943

MANURHIN
SCOOTER

ISLEWORTH, Middx
A.F.B. Ltd.,
Fairon Works, 466, London Rd.
Phone: Hounslow 6011

MOBYLETTE
MOPED

LIVERPOOL
CUNDLE'S,
41 & 61, Byrom Street.
Phone: 4148

LONDON, S.E.12
A. H. Tooley,
Station Garage, Burnt Ash Hill.
Phone: Lee 2574

LONDON, S.W.9
Pride & Clarke Ltd.,
158, Stockwell Road.
Phone: Brixton 6251

MOBY
SCOOTER

LONDON, S.W.9
Pride & Clarke Ltd.,
158, Stockwell Road.
Phone: Brixton 6251

MOTOBECANE
SCOOTER

BRADFORD, Yorks
Brook Lister,
121, Bridge Street.
Phone: 22986

N.S.U.
SCOOTER

MITCHAM, Surrey
Milnes Motors (Mitcham) Ltd.,
585-6, London Road.
Phone: Mitcham 0020

T.W.N.
SCOOTER

LONDON, N.7
Sole U.K. Concessionaires,
Industria (London) Limited,
948, Holloway Rd. *North 6361/2*

SACHS
ENGINE

LONDON, N.7
Sole U.K. Concessionaires,
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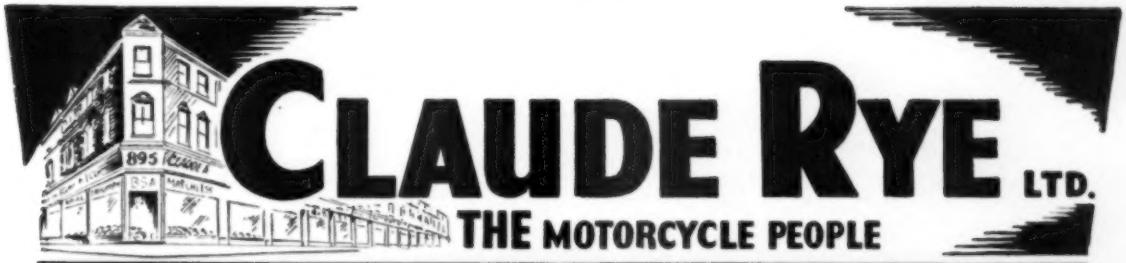

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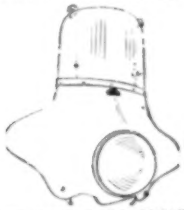

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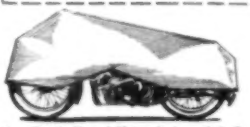

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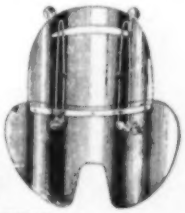

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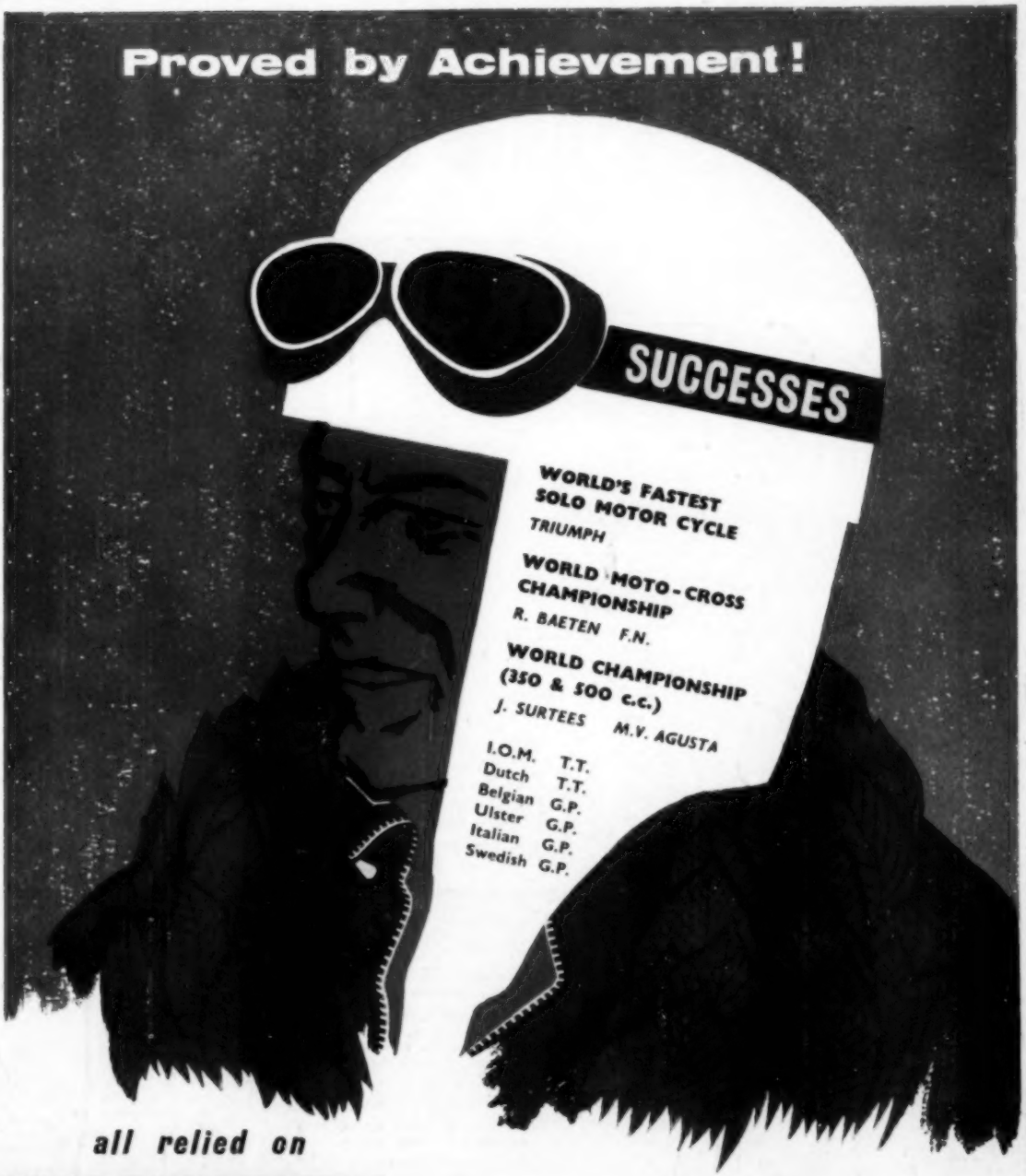

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